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**Metropolitan Planning and
Environmental Issues**

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ABSTRACTS BOOK

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TRACK 1 :

Metropolitan Planning and Environmental Issues

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TRACK 1 :

Metropolitan Planning and Environmental Issues

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Environmental management in metropolitan areas – the case of Lodz
The paper focuses on issues concerning environmental management and planning in metropolitan areas. It describes the role of strategic planning within the process of creating integrated model of environmental management in Lodz Metropolitan Area.

The major issue for strategic planning in this model is to determine areas crucial for local and regional development as well as protected areas. Pointing out urban knots and ecological knots and describing their mutual relation maybe key issue for managing spatial conflicts in metropolitan areas.

The integrated approach towards environmental management in metropolitan areas should be based on the co-operation of public authorities, private sector, local community and NGO's as main actors taking part in social and economic development processes and environment protection activity.

Strategic planning seems to be one of the most efficient instruments that can be used for implementing the idea of integrated approach towards environmental management in metropolitan areas. Every urban district within the area can use strategic planning as the platform for creating good co-operation towards spatial and environmental policy at the local and regional level.

The paper analyzes functioning of Lodz Metropolitan Area in the context of ability to introduce the integrated approach for environmental management and using it as a development mechanism. It also points out few recommendations that should help public authority to create good conditions for social and economic development in long time perspective.

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Towards sustainable work locations in post-suburbia
Since the 1980s, sustainable regional development has claimed a prominent position in spatial planning programmes. One of the key elements in most of

these programmes is the prevention of urban sprawl. The spread of households and economic activities across ever wider areas is often considered counterproductive to sustainable regional development (Anderson et al.,1996). However, this does not have to be the case (Breheny, 1996; Headicar, 2000). A combination of political and market forces has produced new multifunctional activity centres around the large and medium-sized cities of several European countries in recent decades. These multifunctional centres in 'post-suburbia' have a promising potential for sustainable regional development (Bontje, forthcoming). To use this potential, a number of criteria concerning design and use of these locations should be fulfilled, like offering and promoting sustainable transport, functional mix, attractive public (green) spaces, jobs that 'match' the qualifications of the local and/or regional population, and integration in the surrounding built and natural environment.

In this paper, four case studies from three European metropolitan regions are presented, testing the potentials and pitfalls of emerging 'post-suburban' business locations in different political and economic contexts. These locations are: an office park in Hoofddorp and a multifunctional city extension in Almere (both in the Dutch Randstad region); a business park in Ludwigsfelde (Berlin region); and a business park near Budapest. The above-mentioned sustainability criteria were used in a SWOT-analysis in which the strengths, weaknesses, opportunities and threats of the case study locations from a regional sustainability perspective became clear. In addition, several stakeholders have been interviewed on their views of sustainable regional development: how do they define this abstract and multidimensional concept, to what extent do they see it as a priority and what actions do they take to enhance the contribution of their business site to regional sustainability? The analysis results indicate that 'post-suburban' work locations can indeed contribute to sustainable regional development, but also that this contribution so far (mainly due to low priority of political and business actors and a lacking 'sense of urgency') has only been very modest.

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Urban Environmental Justice

The concept of sustainable development has become the catchword of the last ten years and frequently used by planners as well as politicians and corporate leaders. In the Nordic countries a lot of planning has been carried out under this flag: we have come together in cross-sectoral meetings with extended public participation to create compact and mixed cities using brown field sites, make biking lanes, rapid railway links etc. The paper takes its starting point from a Nordic study on planning for sustainable development, which highlights that the debate in this area seem to have settled around a

uniform picture of the sustainable society. New perspectives are therefore needed, particularly as the population of the Nordic countries are becoming increasingly heterogeneous and having different life styles and needs.

The hypothesis is that an environmental justice perspective could add new depth and edge to the debate on planning for sustainable development. Such a perspective, which has its roots in the US, puts focus on how different social groups are exposed to environmental risks. The focus is not primarily on the global North-South divide but rather on societal differences within a region or nation. In the Nordic debate on planning for sustainable development such social justice and power-related aspects have generally not been studied or taken into account.

The paper is a theoretical starting point of a research project that will be conducted in the Stockholm region, examining just how different social groups, based on class, ethnicity and gender, are exposed to, generate and interpret environmental qualities and risks. The research will be carried out using interviews and new combinations of existing household data on environmental and social issues. The empirical results as well as the theoretical approach are expected to be valuable both for the academic discussion on planning for sustainable development and for practitioners and policy makers within the field.

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Strategic Policies and Planning for the Bologna Metropolitan Planning

Afterwards a long tradition of land and metropolitan planning, the Province of Bologna has just approved a new Territorial Plan (Ptcp) to govern urban and land transformations for a new role of Bologna as "European Metropolitan Area". The main aim of Bologna Territorial Plan is based on sharing land policies by all 60 municipalities that constitute the Bologna metropolitan area.

The idea of solidarity and co-operation among different parts of the Province territory is not an abstract appeal to a principle of good conduct, but the unique concrete way to follow those quality conditions which are an indispensable requirement for a new metropolitan settlement based on two key-words: polycentrism and decentralization, that, in other words, means reorganization and selection. On these two elements has been built territorial policies, mostly based on selection of the territories where put in action development and renewal policies. It has been assigned different roles to the different parts of the territory in relation to the infrastructural and environmental conditions, so that every territorial member is a part of an unique organism to achieve quality, creativity and dynamism, social cohesion and solidarity.

The Plan has dealt with intermunicipality elements as Great Metropolitan Functions (Fair District, Airport, University, Logistic District, Hospitals, etc.), great industrial areas, service equipments, residential development, transports and ecological networks, that represent the main important elements of the Plan.

During the phase of editing of the plan, the 60 Municipalities of the Province have been involved in a governance process called Planning Conference. The 60 Municipalities have constituted 9 Associations of Municipality with the intent to simplify the intermunicipal policies and get over the competitive behaviors of the single administrations, because the combined elaboration of a strategic outline produces solidarity and cooperation.

In particular, all the Associations interested from the greater transformations, above all infrastructural, are currently working for a new intermunicipal urban development plan.

To they is demanded to plan their territory declining the strategic choices of the PTCP, in coherence with the perspectives of metropolitan development.

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Environment, economic regeneration and transport: South Yorkshire Objective 1

It is now widely recognised that economic growth brings the risk of environmental damage, so environmental protection is an inherent part of any sustainable policy. More recently, the environmental and economic importance of transport has been recognised and it is now subject to regulation at European, national, regional and local levels to achieve environmental goals. This paper will assess the different factors which affect how environmental concerns are integrated into European Structural Fund programmes by examining how the South Yorkshire Objective 1 programme seeks to achieve its transport objectives.

This paper will contribute to the growing literature assessing how environmental, together with sustainability issues, can be integrated into regional economic programmes funded through European Structural Funds (Clement and Bachtler 1997, Valve and Gronqvist 2003). I have sought to focus on discourse as a way of examining the attempts to integrate environment concerns into the transport priority within the South Yorkshire Objective 1 programme (Vigar 2002, Hajer 1995). I begin by identifying some of the key institutions, agents and relationships within the programme, and then comparing official documentation and agents perceptions. This reveals that in addition to operating through formal institutional frameworks, the agents have also created informal networks and processes to achieve their goals. Clearly the role of agents in achieving programme objectives may be

central to the success or failure of attempts at environmental integration. I argue that informal networks and processes can influence the attempts to integrate environmental sustainability, either positively or negatively. Thus, I address the key question of whether the institutional frameworks or the influence of agents may be central to the success or failure of attempts at environmental integration. Crucially, I show that redefining environmental goals to complement the goals of economic regeneration, undermines its integration. An examination of the transport projects which are supported by the programme, regardless of agents' activities, suggest that ultimately it is the institutional structure which restricts the integration of environmental objectives.

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What is sustainable development? Mapping a contested concept.

Despite the continuing salience of sustainable development as a norm for planning policy and practice, there is still no consensus over the societal goals which would 'count as' sustainable development. Despite widespread recognition of its ambiguity, surprisingly little theoretical attention has been paid to the concept's contested nature. Many existing analyses conceptualise sustainable development as lying at the intersection of three potentially competing domains – the social, economic and environmental. The various elaborations of this basic structure rest on the normative concept of a single, ideal, sustainable form of development, progress towards which is in practice, but not of necessity, conflictual. In contrast, a second theoretical literature recognises the existence of competing and conflicting interpretations, and classifies these into a limited number of positions with differing operational outcomes and underlying ethics. This literature is dominated by typologies based on single analytical axes, which conflate disparate aspects of sustainable development (such as ethical positions, economic and management strategies), and are consequently both analytically and empirically inadequate.

My contention is there is a need for a more sophisticated understanding of the range of meanings of sustainable development and of the roles that the concept plays. This paper situates sustainable development as a 'region' in a map of the much broader field of solutions to the 'environmental and development problem' (Lafferty, 1996: 187) – a region continuous with non-sustainable solutions, whose boundaries are blurred and contested, and which is differentiated internally into competing interpretations. This approach provides a simple though rich analysis of the contested concept, which is helpful both analytically and heuristically. It implies that 'sustainable development' plays different roles: as an analytical term referring collectively

to a range of development trajectories; as a name for any of these, which will be claimed as 'the (real) meaning' by its proponents; and as a rhetorical device in the contests between conceptions of sustainable development, and, more widely, between solutions to the environmental and development problem. Such an analysis also has normative and practical implications, in that it requires that we see promoting sustainable development as an inherently and permanently political and conflictual programme.

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CONCLUSIONS OF THE LISBON CONFERENCE - A LISBON DECLARATION

The New Athens Charter intends to put together and integrate the criteria of city and regional structuring all over the territory to attain European common goals, but respecting diversity, one of our more remarkable and distinctive values.

The first new principle is "Cohesion", a kind of key-word through-out the New Charter.

It means being together, without discontinuities in between, connecting each other, avoiding congestion and conflicts and building unity among diversity through a sustainable way and aiming at answering all human dimensions, from rationality until beauty, all over European territory and cities.

As a matter of fact, European citizens are living on this space and we wish to give them the best living conditions, within a frame of cultural value, human scale, hope and a variety of choices, assuming History with its past, its present and the future we are building day by day. Town-planners have to accept and face a lot of complex challenges, starting by:

Globalization, with their digital networks, within a virtual space without territory, having a diverse rationality subject to global rules and new technological needs. Specificity, where identity is a main objective, respecting proximity and local cultural values, as much as privacy of citizens and of their communities. The objective must be to look for the strategy able to get their integration. So, after looking deeply to the work of urban and regional planners, we can see that they have to work within diversified teams, to follow a permanent education, to create models and schemes, to follow the process, to be trained as advisers and active mediators (looking for 3d solutions), to become researchers of geography and territorial planning practice, able to design messages to dialogue with public powers and citizens, developing critical capacity to evaluate alternatives, taking in account all human dimensions, looking for the best strategies to implement the plans, offering opportunities and choices to the population, respecting thresholds, and giving most attention to less favoured people, coordinating all aspects of city and region development at all levels.

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Farmland and open space preservation in the Lille, France metropolitan area: A comparative analysis of U.S. vs. French tools

The Nord-Pas-de-Calais region is one of the most densely populated areas in France, with a history of industrial decline, and corresponding impacts on open space.

Open space and farmland preservation contribute to the metropolitan area's quality of life, and its capacity to attract investors for economic development purposes. Moreover, land that is used strictly for agricultural purposes contributes to making Lille the first agrifood center in the Nord-Pas-de-Calais region. Therefore, the Lille metropolitan area has an interest in preserving its farmland and open space, both for landscape and production purposes.

On the other hand, the United States has much more land available for urban development than France, but U.S. development tends to consume relatively more open space because of lower residential and commercial densities (urban sprawl). Consequently, the U.S. has developed a number of tools in order to preserve farmland and open space. What are the tools developed by these two countries to protect farmland and open space? How do the French tools apply to the Lille metropolitan area? Could these latter tools be completed by U.S. ones?

The analysis will be based upon secondary land use data for the Lille metropolitan area, France, and the U.S. The analysis will also inventory and compare institutional arrangements that exist in the two countries (French and U.S. literature). Last, interviews with urban and regional planners from the Nord-Pas-de-Calais Regional Council and the Lille Urban Community will be used to assess the effectiveness of already existing tools and the opportunity to complement them.

Thus, the comparative aspect of this research is expected to contribute to the practice of open space preservation in metropolitan planning.

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Agglomerations: A new approach to sustainable development

The new laws for territorial organisation have generated a new way for working with the environment. The application of the "LOADT", known as the law "SRU"... has implied a reorganization of the territory and new levels of territorial collectiveness; in this case agglomerations are targeted as an example. They have regrouped districts that maintain in a common project, the strategic choices of development to be put into place on a long-term basis and on a territory characterized by urban, peri-urban or rural districts. On a long-term basis and in a complex environment, this strategy cannot be

conceived in the sustainable development approach where the new laws on territorial organisation have been recommended. However in reality, the question is how will the sustainable development approach be solidified and applied?

My objective is to demonstrate through examples of "agglomeration projects" in the Languedoc Roussillon region where sustainable development can amount to more than the recommendations prescribed. It is most of all an approach and a way of thinking: sustainable development is not only a vision that takes into consideration the timing of events, but also the time of its movement in relation to different elements within its context. However, new aspects should be taken into consideration in the future:

- 1) Change from a deductive linear approach to a circular approach; which is defined as a "systemic" approach that takes into consideration all elements of the system, their interactions and retroactions.
- 2) Change from a "single zone" environment (simplified) to a "multi zone" environment that should bring harmony to both urban and rural zones that were until present, separated or even opposed.
- 3) Change from situations of rivalry or territorial indifference to a situation of developing solidarity and establishing relationships based on exchange and complementarity.
- 4) Lastly, change from a unilateral policy to a policy based on dialogue and democratic participation.

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The Paris-Île-de-France Region: a metropolitan laboratory on "autonomy"

The paper aims to open the discussion on a research project I am currently working on for UrbEurope RTN: it will present the results of a case study conducted on the Paris-Île-de-France Region exploring the way in which the concept of autonomy is being declined in what could be defined as a metropolitan laboratory producing interesting institutional changes and territorial policies innovations - slowly, though incrementally, opening occasions to challenge the historical predominant position of the central government in the area of the capital. All this may be studied not only as the outcomes of the general process of decentralisation of powers, but in so far it produces innovative answers to economical, social and political phenomena which are investing municipalities, questioning the way they produce (and implement) decisions and policies. While cities and municipalities, like Paris and its regional area, are given by the recent French laws the role of -more- autonomous actors, they seem to be able to rediscover the multiple identities they are made of and the multiple and non

co-extensive territories they interact with and are part of. This may question the sense of the just recently restored autonomy and the possibility for municipalities to be, in a too simplistic way, defined as collective actors, thus opening also a reflection on the sense of an updated metropolitan frame for action. The Paris case is an excellent point of observation of practices of intercommunalité not just based on simple network of autonomous municipalities, but on a re-composition of territories of metropolitan policies which can no more be considered fixed neither co-incident with those of autonomous municipalities, but constructed by and on policies in-between different interacting and non co-extensive territories. Therefore the case study will be an investigation on what is being produced in the Paris area in terms of local policies - where what is at stake is just what is locale to refer to and how it affects the production of public good and public policies on the base of this possible not "given"- not to be taken for granted- declination of the concept of autonomy.

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Yerevan, a Caucasian capital city towards a European transformation

The Armenian kingdom also called "Ourartou" used to be surrounded by mountains and mainly dominated by the mythic Ararat, nowadays on the Turkish territory. This country, which is located between at the crossroad of different civilisations, currently covers 300 000 km² whereas Turkey is at the West and Iran at the South East. After several centuries of political transformation, Armenia and its capital city Yerevan (formerly named Yerebuni) represent an area of urban reconstruction and actually of a massive transformation of social and therefore spatial identity. In the 20th century, the characteristics of this Caucasian capital city had indeed to deal with the combination of an architectural Byzantine tradition and the Soviet urban ideal. This urban context eventually evolved due to the architect Tamanian's actions in order to create a different planning system. Since the early 1990s, new ethnic areas have also emerged and influenced this regional city. Yerevan currently becomes a intra-regional metropolis where a massive urban sprawl is obvious due to the combination of two factors : a political "laisser-faire" and the lack of a real public participation. Finally, the international investors intend to also contribute to the change of this Caucasian region located in an amazingly fertile and rural valley. However, three major obstacles stop a massive change towards a modern and national planning system : Armenia is located in a very seismic area, Yerevan is located nearby a nuclear power station which is not quite viable but essential to people's life, and its neighbour Azerbaïdjan is still quite hostile to a genuine coexistence which contributes to an economic blocus. We reckon that Yerevan, the capital city of a member of the European

Council, can become an essential economic and cultural metropolis at the fringe between the Western and the Eastern World.

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Planning for sustainable construction and ecological food - experiences from environmental procurement in the Stockholm metropolitan area

Environmental procurement has received increasing attention as a tool in the process of change towards more sustainable consumption and production patterns. The successful implementation of environmental sustainability objectives and public environmental procurement policy relies on establishing new routines for supplier-user relationships that enable the integration of environmental aspects. The aim of the study is to address the role of learning, and of routines and standardised documents for flexibility as well as inertia in establishing this new, environmental procurement process. The study builds on experiences from environmental procurement in the public administration of Stockholm within two widely differing areas: sustainable construction and ecological food – extremely long life versus short usage, large and unique projects versus everyday essentials etc. By analysing and comparing the two areas, the paper explores the differences and similarities in learning patterns when a new, environmental component is introduced into the routine-based procurement process in addition to prevalent economic and technical specifications. Particular attention is paid to the role of procedural and factual knowledge and to the actors and user-supplier networks included in the process. Case studies from the metropolitan region of Stockholm and methods from Social Network Analysis are applied to explore the learning processes in knowledge networks involved in creating new standards, adapting basic documents and defining codes of practice for environmental procurement. The interaction between the procedures and routines of non-firms organisations (such as local authorities) with firms (suppliers of products and services) is here of particular importance.

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In Search of Deep Measures: Sustainability indicators as social learning planning tools

The urban sustainability indicators movement is a search for deep measures to use in urban planning. By deep measures, we intend measures that go

beyond economic productivity to long-term, equitable and just livelihoods for urban people and for the other-than-human world in which we live. While some research has suggested urban sustainability indicator projects are ineffective local planning tools (Brugman 1997), I argue that the perception of ineffectiveness comes from an unrealistic analytical framework, considering the scale of planning and policy change a sustainable development approach demands (Rydin et al. 2003, Innes & Booher 2000). The analytical approach I offer is that of social learning, grounded in the philosophy of American Pragmatism, which together offer promising insights for the utility of sustainability indicators in urban planning and policy (Blanco 1994, Lee 1993). From a social learning perspective, the deepest policy effects of sustainability indicator projects are to focus diverse perspectives and expertise around a set of concrete measures, to create partnerships and new networks, to link economic, environmental, and social issues in ways not previously considered, and to operate with a nonhierarchical power structure.

The research behind this presentation is situated in Seattle, Washington, and in the case of Sustainable Seattle, a civic group formed in late 1990 that founded the sustainability indicators movement now active in many parts of the world. Case study data to capture the complex processes of social learning come from 71 open-ended and elite interviews across the Seattle policy spectrum, systematic review of City of Seattle policy documents, Sustainable Seattle archives from the past decade, and participant observation in policy events.

This presentation will first show how Sustainable Seattle's work represents a policy innovation toward deeper measures of social learning toward urban sustainability and then characterize the trends following the last publication of Sustainable Seattle's indicator report in 1998.

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Sustainability Dufferin: A Bioregional Planning Initiative

Several ecologically important rural regions lie adjacent to Canada's largest metropolitan area, the Greater Toronto Area. One of these regions is called "Headwaters Country", which includes Dufferin County, the headwaters of several major river systems and part of the Niagara Escarpment (a Global Biosphere Reserve). Headwaters Country faces a range of environmental issues, including population growth, fragmentation of land, development proposals of a typically urban or intensive nature and degradation of water quantity and quality. These problems are exacerbated by a lack of land use planning capacity at the county level and poorly coordinated resource management efforts. This paper describes and analyzes a new initiative

(Sustainability Dufferin) whose mission is to promote more sustainable patterns of development through civil society networking, social capital creation, research, planning, advocacy and education. To date, Sustainability Dufferin's growing and diverse membership has been coordinated by York University's Faculty of Environmental Studies. The initiative draws from several theoretical or action research frameworks, including bioregionalism, civil society organization, social capital and sustainability strategies. This paper examines substantive and process-oriented challenges facing Sustainability Dufferin, discusses the preliminary experience of the initiative and explores its future prospects. Data sources are diverse and accessed through the researcher's involvement in the process.

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Environment and strategic planning: the case of the Lille metropolitan area.

Environment and strategic planning: the case of the Lille metropolitan area. The difficulties to implement sustainable development.

Lille has known an important mutation since then end of the 80's : from an industrial conurbation located on the French/Belgian border, it has now become a metropolitan area in progress around a major European crossroad.

On the basis of this new development, within the framework of a process of governance linking political and economic actors, a strategic framework has been defined at the time when a new structure plan (schéma directeur), which has been implemented since January 2003, was elaborated.

In this industrial area, where urban pressure is strong, environment appears as a key issue in the published strategic plan. If this issue may appear consensual in the main (as in the case of urban regeneration or of the implanting of a large green area-Parc de la Deûle- in the south of Lille), it also brought on a controversial political debate during the revision process of the structure plan, especially about the question of new road infrastructures and that of the protection of water resources. The location of the Lille Metropole on the French/Belgian Transborder area and the question of international transport transit make the local deal even more complicated.

This paper proposes, with this case study, to discuss the contents, contradictions and difficulties to implement the principle of sustainable development, often displayed in strategic plans concerning European metropolis.

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Environmental planning and the conceptual spatial carrying capacity in Metropolitan Areas: Case Study Athens

The confrontation of problems that have lately been especially accumulated in the large urban concentrations, with the phenomena of decline, spatial unbalance, environmental decline and functional inadequacy, has justifiably become a very important area for analysis, definitions and extensive discussions between experts and the public. Especially in the case of the metropolitan area of the Greek capital, the urban problems, concentrated throughout the years, develop terrifying dimensions, since they "push" both towards the preservation of the internal dominance and monopolised organisation (central - Athens face), as well as the rapidly developing European tendencies and perspectives where the antagonistic network of cities is dominant (European face).

This paper explores the major theoretical issues associated with the urban problems that exist in large metropolitan areas, presents evidence about the realisation of the new urbanism movement - a significant stage in the evolution of a unified vision for town and country planning - and proposes a framework for alternative strategies for planning and management of metropolitan areas based on the findings of the case study of Athens metropolitan area, the international experiences and on the prevailing principles and practical tools of sustainable development, environmental carrying capacity and strategic environmental impact assessment.

More specifically this paper attempts to look into the concept of the metropolitan area in the national and international framework, to analyse the causes and the powers - obstructions that interfere in the present phase of the transformation of the metropolitan area's environment, to interconnect the international with the national experiences from the therapies which were used as strategies for the resolution of urban problems (L. Berg, 1993), and to make use of the perspectives which are not only developed by the new internal European challenge but also from the widely and rapidly changing political-ideological and often multinational dominant areas on a planetary level (E.U., 1995).

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Green Belts in Scotland: still a credible tool for urban growth management?

This paper draws on current research being undertaken for the Scottish Executive on Green Belt policy in Scotland. It critically reviews the policy and

suggests alternative ways of addressing the issues. Green Belts have a 50 year history in the UK as an instrument of urban growth management. During this time they have acquired sacrosanct status with the public, with result that the instrument has become more important than its purposes, and that governments are afraid of radically changing it. But during this time governments' agendas for urban development have inevitably also shifted. Up to a point it has been possible to accommodate this shift by adding purposes to Green Belts without challenging the basic concept. But the evolving sustainable development agenda, implementation falling short of policy intent, and rising awareness of different approaches to managing the same planning issues in other nations, are putting strain on the credibility of the concept.

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Metropolitan Planning for Immigrant Integration

The purpose of this paper is to present the main results of a research project currently being lead in the Territorial and Urban Planning Division of the Faculty of Engineering of Oporto University (Portugal). It aims to evaluate how Territorial and Urban Planning (for different planning levels and implementation processes) supports a sustained territorial and urban integration of immigrant people and ethnic minorities, in what concerns spatial distribution and features of their dwellings and jobs.

The model proposed is based upon a deep reflection about the interdependencies between the spatial structure and the sustained development. Sustainability is apprehended in a long-range planning perspective, taking special care about the relationships between different urban variables related to immigrant and ethnic minorities' integration, institutional co-ordination, public participation and involvement, and monitoring of some urban indicators behaviour. It is used the concept of sustained development, applied to a city, as the ability of the urban area and its metropolitan region to continue to function at levels of quality of life desired by the community, satisfying the current societal needs, without restricting the options available to the present and future generations, and without causing adverse impacts inside and outside the urban boundary (Brundtland Report, World Commission on Environment and Development, 1987). It is used a systematic analysis of demographic evolution and spatial distribution and features of dwellings and jobs in order to identify the basic relations between immigrant people and urban policies, applied to the Porto Metropolitan Area. Special care is devoted to the analysis of economic and geographic social stratification, according to the country of origin, as well as to the study of the relations between employment/unemployment, the race/ethnic group, and the spatial dwelling and job location and features.

An integrated and interactive model for alternative urban policies monitoring and simulation will be proposed, aimed to enhance a better immigrant integration. This simulation involves different economic, political, cultural, physical and urban transformation components, and their urban and territorial impact to the urban population may be evaluated at once through a proposed cartographic display in Geographic Information Systems.

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Sustainable development and the evolution of planning agencies

Sustainable development belongs to a normative way of thinking, according to Ozbekhan's definition. Planning agencies, considered as urban operators, can participate in a more or less direct or complete manner in defining its strategic and operational dimensions. The proposed text will define the methodology and the results of a research project conducted over the last two years and will similarly target two complementary objectives. The first objective is to better understand the interrelations between three classical levels of action known as normative, strategic and operational. In the scope of building sustainable development, the aforementioned levels explicitly uphold the principles of complexity theory and systemic autonomy. The second objective will look at how an urban operator, particularly a planning agency, strategically defines sustainable development, and how in return norms and strategic choices organize them. Five different types of analysis are used: speeches and presentations of the agencies, the knowledge tools supporting their views, their outputs as well as the evolution of their workforce, and finally, the urban form models used.

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Transforming Metropolitan Planning : A South African Experience

Greater urbanization during the last two centuries has brought a greater population on less space. Thus the balance between human needs and environmental resources like land, air and water has become disturbed. For example, basic needs like food, shelter or employment should be matched with careful planning for scarcer resources. In a post-colonial, developing country like South Africa "push" factors from degraded rural areas are reinforced by the "pull" factors of metropolitan areas. This causes poor people to leave rural areas and to crowd into metropolises in search of employment, housing and education. In South Africa the urbanization process only started in the Twentieth Century with mining and industry as pull factors, which exploited the availability of "cheap" unskilled, rural labour.

Political ideology and social engineering have also caused distorted patterns of land use and transportation. The result is "unnatural" fragmented and sprawling low-density cities. There are also drastic inequalities between the services, choice and environmental quality between rich and poor areas for their inhabitants. It is inevitable that there will be more land claims by such disadvantaged people. Indeed, the gap between traditional informal development and rigid formal planning has widened. In a multi-racial society lending itself to federalism, power is becoming more centralized by both the public and private sectors. Privatization and the profit motive are often out of step with the balance required between needs and resources, and the unjust city continues. The above factors challenge decision-makers and planners to find a Third Way like "urban informality" to assist metropolitan transformation. Slides will illustrate Case Studies of metropolises like Cape Town, Johannesburg or Durban.

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Dynamic networks in planning and design for an interwoven rural and urban development

Space still is the keyword in today's spatial planning and design practise. Time, as a dynamic component in the design process, is not yet addressed in its full capacity. Next to the procedural time approach it is important to focus on time with respect to the content within a planning process. An aspect such as a cultural historical approach is gaining more and more attention as is the archeological input. But these two examples demonstrate not the only way to include time with regard to content. The large difference of development over time for different land uses is an aspect that is not yet fully recognised. For instance, ecological development takes much longer to be effective than recreational or urban land use changes or infrastructural interventions, especially in the (rural) countryside. Each has its own time frame for development. These differences over time have to be taken into account in the planning and design to be effective.

Qualitative and quantitative approaches are bridged into a concept of how to deal also with the interaction between different levels (local, regional, national and European) for an interwoven rural and urban development. A support for an interactive design approach is put into action in a combination of different landuses, disciplines, methods and participants, brought together to offer solutions and knowledge for a specific region. Research from humanities, natural and social sciences are applied and interwoven in order to test and develop a methodology for multifunctional landscape development. Supply and demand side from rural and urban stakeholders (involved in areas such as housing, agriculture, ecology, leisure, landscape design, blue and green network development and cultural historical issues)

are grouped together to support a time-space oriented design strategy. Claims from many different preferences in time and in space arise from these stakeholders. These claims have to be met to develop a sustainable design and development process, to reach regional system innovative results. Based on these claims in time and space a dynamic (multi) network approach is applied in which many networks (and their mazes!) are derived and compared to support the planning and design process.

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Chengdu: Changing Roles, Changing Shape: Official Plans and Real Drivers

The paper reports the findings of three years of joint research between Stanford University and the Institute of Geography of the Chinese Academy of Science, on extended urbanization in Chengdu, China, part of a larger research project on comparative peri-urbanization, sponsored by the Ford Foundation.

Chengdu Municipality contains over 11 million people and is the north-west anchor of the Chongqing - Chengdu urban corridor, the dominant urban axis in western China with a population exceeding 100 million people. It has become the object of increased policy scrutiny since the adoption of the "Go West" program by the national government in the late 1990s.

Our hypothesis was that major structural shifts in Chengdu's role in western China would outpace the forecasts and guidance mechanisms outlined in official spatial and developmental plans, resulting in an increased mismatch between these plans and the reality on the ground. We found this to be the case.

The paper discusses major changes, both in spatial form and economic structure / roles in Chengdu over the 1978-2003 period. A variety of macro and micro oriented methods were used to track change including (i) time series remote sensed imagery of the extended urban region, (ii) interviews with staff of firms in key economic clusters querying their employment and spatial histories, (iii) assessment of secondary data from a variety of official agencies, and (iv) interviews with key stakeholders in the public and private sectors pertaining to the urban region's developmental history.

The paper assesses forces at play that help explain the mismatch that was identified such as (i) catalytic public investments (e.g., a new airport) not incorporated into spatial planning analysis, (ii) Chengdu's emergence as the major service center in the West, (iii) increased socio-economic spatial differentiation in housing markets, (iv) the emergence of vibrant international and domestic driven high technology clusters (Chengdu is now China's fourth most important technology center), etc. In addition, historical factors are discussed, particularly the movement of defense, strategic, and heavy

industry firms from remote locations in the west (Mao's "third line") to present locations in peri-urban Chengdu.

The paper concludes with policy recommendations in regard to new types of planning mechanisms more appropriate to guide the development of increasingly market oriented, ever fast-changing, "boom town" Chengdu.

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Sustainable Development of Urban Regions - Research and Action Fields

The increase of urban regions and agglomerations and their environmental problems require concepts and measures for their long-term sustainable development, and especially for an environmentally sustainable development. The concept of "environmentally sustainable development" will be explained at the beginning of the contribution; it is considered part of a sustainable development.

The conceptual approach serves as framework for the identification of research and action fields in section 2:

- Space management in a two-dimensional or spatial view,
- Resource management in a three-dimensional or „functional“ view,
- Spatio-temporal management in a four-dimensional view, and
- Process management in a „five-dimensional“ view.

Objectives, examples of existing approaches from various European urban regions and needs for further research and development will be characterised for each research and action field.

Section 3 contains conclusions with respect to correlations between existing steering and planning instruments, organizational structures, transdisciplinarity, and relevant actors.

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Escaping from Shanghai's Shadow? A Critical Review of Metropolitan Strategies in Nanjing City Region

The Yangtze Delta, the most prosperous region in China, with Shanghai, Nanjing and Hangzhou as three poles has been undergoing a rapid growth process. However, while Shanghai takes its leading position steadily, the importance of regional status that Nanjing enjoys has been decreasing continuously. Nanjing is actually running in the shadow of Shanghai. How to understand the interesting phenomenon and their causes behind influences

the making of its future development strategy. Looking back upon the evolution of Nanjing's development strategies in the past 80 years, we can find out that in a non-equilibrium region, an equilibrium growth pattern in urban areas has been adapted firmly. Through analyzing the reasons and negative effects of these strategies, the author intends to suggest that some geography theories on growth which form the basis of urban and region development should be examined and re-evaluated carefully.

Firstly, some basic backgrounds about the City and its region are introduced necessarily. Secondly, the evolution of development planning in Nanjing is highlighted. The strategies in the three typical planning documents are examined, which are the Capital Planning in 1929, City Master Planning in 1980 and 1990. Thirdly, the spatial development of Nanjing is compared with that of Shanghai, Beijing and Guangzhou structurally. The spatial development pattern is assessed in terms of regional cooperation, marketing flows, and industrial clusters. Finally, the author gives a hypothesis on the relation between the choice of spatial and industrial development pattern and the competitiveness of the City. It is pointed out that the present development strategy has some factors of importance, but conflicting. On one hand, to re-build up the city's competitiveness and escape from the 'Shadow' requires concentrating the limited resources in some prior development zones. On the other, the views of equilibrium development could get more political supports from the different districts of the city region, and the potential advantages are crippled actually.

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The 2004 Olympic games: a non-planning paradigm?

The location and design of major sport complex facilities and infrastructure projects associated with the organization of the 2004 Olympic games afforded the Greek state a proactive role in influencing the trajectory and dynamics of the Athens urban region change. However, the dispersed siting of these facilities and of the accompanying large-scale construction development in the Athens metropolitan region is expected to negatively influence the locational patterning of Athens by further promoting its current sprawling pattern. Widely publicized controversies and legal disputes regarding the siting of these facilities raise serious questions as to whether these locational choices were made within a planning framework that evaluated the spatial impacts of these projects. Moreover, the prevailing rhetoric legitimating the siting locations as well as the design and use characteristics of the projects emphasized the growth potential of the games

and their added value to the city's image and its enhanced role in the hierarchy of world cities while disregarding the environmental dimension.

The hypothesis of this paper is that the decisions regarding the location, design and use characteristics of the new Olympic projects constructed within the Athens metropolitan region were based mainly on economic criteria and taken without any meaningful public debate thus, promoting the interests of the private real estate sector.

The purpose of this paper is to demonstrate that the process of planning the new Olympic facilities in Athens, whether for sports, media or accommodation, did not address the spatial impacts of these projects particularly as these affect the growth pattern of the Athens metropolitan region. The analysis will rely on secondary sources of data, such as plans, design workshop reports, and policy reports, in order to show:

- the stated goals and objectives of the planned Olympic projects
- the degree of integration of sustainability issues into the planning process, and
- the criteria used for site selection and participant composition

It is expected that this paper will make a contribution to the body of knowledge regarding international planning practice and offer some insightful information on the planning of a major world event, such as the Olympic games.

TRACK 2 : **Transnational Planning**

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TRACK 2 :

Transnational Planning

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Transnational planning cooperation for water resources management through new forms of spatial governance: Perspectives in the Adriatic and Ionian basin.

Water is a important element for natural environment (ecological balance) and human development. The difficulties in guaranteeing water will probably increase in future not only in quantitative in terms but also from a qualitative point of view. In areas such as Adriatic and Ionian basin where floods and droughts occur in an alternate way, the water demand will be particularly acute .

For achieving an integrated solution of the various problems regarding water resources (sufficient supply, pollution, quality, risks and hazards) the establishment of a new form of synergies and spatial governance are needed. Since the above problems of water resources have no frontiers, the transnational dimension of spatial governance can be an important contribution to the protection and management of water resources in this geographical area.

The paper after describing the existing situation (e.g examples of bad use of water resources) investigates the possibilities of establishing a network of all involved actors (central government, local and regional authorities, social and scientific bodies, research institutes, NGOs) in order to define a common strategic plan.

Furthermore, the paper argues of a substantial implementation of the recent EU directive concerning water management and protection as well as for the designation of various cultural aspects of the water management in the area.

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Shaping planning systems: challenges, opportunities and constraints in French and British planning

This session will be led by members of the Group who have been meeting every six months since 1998 to debate issues of mutual concern and to

develop mutual understanding of the forces that shape planning and the planning systems of our two countries.

We have long recognised that simplistic comparisons of instruments and processes are inadequate as a means of explaining the differences of approach adopted in France and Britain. This session is designed to focus on what the Group has come to see as the key themes that offer insights into the differences and real possibilities for meaningful comparison.

These themes are as follows:

§ The pattern of urbanisation and the nature of social and demographic change

§ Governance and evolving patterns of administration

§ The relationship between public policy making and private sector development

§ Legal systems and the law of property

§ Modes of public finance

The purpose of the session is thus twofold: to develop a methodology of comparison that will account for perceived differences between the countries and to gain substantive knowledge of the approaches adopted for spatial planning.

Members of the Group will act as discussants to identify key issues under the five themes and to raise questions that can be addressed by the Round Table as a whole.

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Strategy and Good Practice for the City of the New Millennium : Gender Mainstreaming in Planning

A commitment to Equal Opportunities is becoming widespread within local government through the introduction of generic standards requirements. Race, disability, gender and a range of other diversity issues are now required to be integrated into all aspects of public policy making, including town planning. The specific gender implications of planning policy and practice may be lost within this wider generic context. A lack of understanding and appreciation of the gender issues may result in apparently 'neutral' policies not being investigated adequately. A need to incorporate a wide range of minority issues into the planning process, such as disability and race, may result in gender being marginalized. But gender cross cuts the entire minority grouping and is not a separate issue. In addition a continuous round of Audit, Best Value and other performance standard exercises in local government has tested the energies of even the most socially committed local planning authority (LPA). Since 2001 any Toolkit used in local government in England and Wales is required to take into account the requirements of the LGA Equality Standard. But this

standard by its nature, does not directly address planning issues. It is more concerned with the process and local authority procedures than with policy-making. Therefore, in spite of all the generic procedural material available, this research needed to address the question of quite 'how' gender might be mainstreamed into all processes and policy making within LPAs.

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Territorial Cohesion: Polycentric Policy for a Polycentric Europe

The European Spatial Development Perspective (ESDP) portrays the territory of the European Union as monocentric. To make it more balanced, it proposes polycentric development. There is well-nigh universal approval for polycentrism as more conducive to what is currently being described - amongst others in the draft European Constitution where it identifies it as one of the goals of the Union - as 'territorial cohesion'. Part One of the paper is about polycentric development as envisaged by the ESDP. Part Two discusses the emergent territorial cohesion policy of the EU. Part Three shows that a polycentric Europe implies territorial cohesion policy, too, being 'polycentric', leaving room for, nay encouraging, initiatives from below. Part Four discusses the application of the Open Method of Co-ordination (OMC) in the envisaged polycentric territorial cohesion policy. In the past, OMC has been applied in areas of member state responsibility, like economic policy, employment and social security in which the need for some form of voluntary co-ordination has been recognised, nevertheless. In these instances, member states and the Commission have been the main players. The paper ends with a scenario of the application of a form of OMC adapted to the exigencies of territorial cohesion policy. This form of OMC involves not only member states, but also other actors locked in emergent transnational co-operation networks encouraged by, amongst others, the Community initiative Interreg. As far as territorial cohesion policy is concerned, the view of the EU as being neatly divided into the sovereign territories for which national governments have primary responsibility needs to be replaced by a more complex view of territorial policy in overlapping fields of action.

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"TERRITORIAL" VISIONS and REGIONAL REFERENCE FRAMEWORKS **Possible and necessary convergences**

The transformations that involved the EU States, at the European level (imminent enlargement to East) and Italy, at the National and Regional level

(Reform of the Title V of the Constitution and new strategic role of the Regions in the "governance/government of the territory" constitute the natural background for an advance reflection about the occasions that the next Structural Fund's Reform offer to the EU Member States.

In May 2004, the EU will begin to swell considerably and we will be witness to remarkable changes in the geopolitical scenarios of the Mediterranean Area, along with an active rethinking of the role of the Adriatic Region (spontaneous bottom-up process of construction alternatives, transversal "territorial" visions of interconnection with the Balkans and the pre- accession of States).

The EU28 will bring about a movement of the European core (centroid) with a consequent increase of the difference, in statistical terms, between the rich and poor population and in "territorial" terms, between places of height level of competitiveness and ambits of the "singularity and marginality"; (the peripheral areas of the islands, the mountains, etc).

The fear of a EU scenario characterized by the isolation of the territories and from the renunciation of the Union implies a rediscovery of cultural roots (typical of the Mediterranean culture) and the necessity of a territorial "stronghold" regarding the EU policies (ESPON Programme 2000-2006). "Territorial cohesion" becomes, therefore, the natural answer to such tendencies, which discourages the movement from the places of memory (the peripheral areas) towards the beating heart of the European economy (the pentagon of the cities).

This Paper will attempt to suggest an alternative scenario regarding the enlargement of the EU from the Adriatic perspective (PhD research experiences). It will suggest an evolution of the concept of "Spatial" Vision (specific experience and extra-ordinary instrument connected with Interreg IIC and IIIB) toward the concept of "Territorial" Vision, ordinary instrument of the EU spatial planning and programming documents.

If the EU programming documents will become more "territorial" and the regional planning frameworks will become more visionary we can imagine a possible convergence.

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How to cope with complexity in transnational development co-operation?

Co-operation in European spatial development or cohesion policy is a complex task. Actors from all levels (urban, regional, national, European), from all related sectors concerned and from all related public and private institutions need to be coordinated. And the objective of this coordination is nothing less than the aiding and abetting of a balanced and sustainable development of the European territory. In 2004 actors in Europe discuss the

future cohesion policy and it is likely that the interrelation between European politics and the territory of the Union will be focussed more than before. As in the ESDP (1999) objectives and ambitions will be tremendous with respect to a better coordination of relevant policies and planning activities. But how much complexity can actors really shoulder and how?

In a simulation game on spatial development co-operation organised by Ulrich Graute in January 2004 two groups composed by experts from the field were asked on how to continue work in a crisis situation. Both groups independently proposed solutions which include a strong simplification of subjects, objectives and institutional framework. Although not representative this example can be taken as an example for what most people usually do if confronted with complex problems: to split complex settings up into shares small enough so that each of them can be managed. Of course, this approach is somewhat opposite to what spatial development respectively cohesion policy foresee: facing complex challenges in spatial development a corresponding complex reaction is considered necessary. What is interrelated in the territory needs a coordinated development.

It seems that coping with complexity of territorial development makes it necessary

- to overcome the old automatism to cut down problems in to smaller slices or

- to develop an institutional framework for the co-operation which allows individual actors to focus on single issues but which interlinks them institutionally in a way that complexity is not lost out of sight

Ulrich Graute will focus in his presentation the relation between objectives of future cohesion policy and the consequences this has for the actors and their institutional framework.

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DEALING WITH HAZARDS: MULTI RISK MAPPING OF EUROPE'S REGIONS

The recent large floods along great European rivers (e.g. Rhône, Elbe) have highlighted the cross-border nature of such disasters. In principle this also applies to other natural and technological hazards. Therefore, appropriate responses to cope with or prevent large-scale disasters also need to have a transnational, or even European perspective.

An EU-wide approach to dealing with risks can also be derived from the objective of territorial cohesion proposed in the draft EU Constitution Treaty (Art. 3). It is even specifically mentioned that cooperation between Member States for improving the effectiveness of preventing and protecting against

disasters should be encouraged (Article III-184). Similarly, the ESDP's policy option 46 points out the necessity of strategies at transnational level for risk management. Finally, the EU Working Group on Spatial and Urban Development stressed the need for incorporating a European perspective into risk assessment and management.

Therefore this paper presents a methodology and first results of an integrated approach of risk mapping on a European (EU 27) level. Because of the different nature of hazards such risk mapping is first developed separately for each hazard on a NUTS 3 level. Subsequently, the separate assessments are combined in order to reveal the most threatened regions in regard to all hazards. As a second component, the damage potential of each region is assessed. Combining these two components, an index of risks is created. This index allows to distinguish between those regions, which are only hazardous areas and those, which are risky areas, because they also have a high damage potential.

Such risk mapping would be an essential prerequisite for any spatial policy responses. For example risk related criteria could be added to the EU-structural funds. Moreover, prevention oriented elements could be integrated into the nowadays only reactive EU emergency fund. Finally, the multi-risk approach of the outlined methodology could complement spatial planning instruments, which have to take into consideration all relevant development factors, which naturally include all hazards that a given area is threatened by. The paper draws on preliminary results of the EU-funded ESPON Project 1.3.1, in which the authors are involved.

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Knowledge flows in Strategic Spatial Planning episodes: some comments on recent European experiences

One dimension of recent experiences of strategic spatial planning in Europe is the nature of the knowledge resources being drawn upon and developed through these episodes. Planning is often presented as the translation of 'knowledge' into action (eg: Friedmann 1987). But what kinds of knowledge are feeding into these episodes and through what channels? What impact do different kinds and sources of knowledge have on policy frames and specific policy proposals? What is the relation between the knowledge used and issues of authority and legitimacy in strategic planning? Current work on episodes of strategic spatial planning highlights the different channels through which specialist knowledge flows into strategic spatial planning episodes and provides evidence through which some comments can be made on the role of 'epistemic communities' and 'policy learning' in strategic spatial planning processes.

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Towards a European territorial governance system?

Albeit little impressive, the emergence of European territorial governance has been one of the most important features of the EU integration process occurred in the last fifteen years. Scarce impressiveness and great importance of the same event are held together and explained by a paradox: the increasing evolution of European spatial planning practices, not withstanding the lack of institutional competences for the EU in this field.

Such paradox is likely doomed to a next solution if, European governors permitting, the existing proposal of a European Constitution will be finally approved. Indeed, the current Draft Treaty establishing a Constitution for Europe envisages that a European law will provide for the implementation of the «territorial cohesion» policy.

As discussions occurred in the past years may suggest, an institutional problem emerging to this respect is that, since planning is at stake, the aim of cohesion is often seen in irremediable contradiction with the one of subsidiarity, itself too a pillar of the Community treaties.

The proposed paper intends to show, on the contrary, how a European law for territorial cohesion which was based on the principle of subsidiarity not simply is possible, but would be the only way to make a territorial cohesion policy effective. At the same time, such institutional provision would contribute to improve decisively the governance capacity of planning systems currently operating in Europe.

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Transnational Planning in the field of biodiversity – the case of Natura 2000 along the borders between EU accession and member states

Central theme or hypothesis:

How can cross-border coherence and connectivity of the European network of protected areas "Natura 2000" be achieved between EU accession and member states? What mechanisms of cross-border coordination are applied and what are success factors for this kind of coordination?

Approach and methodology:

"Natura 2000" is the name of a European network of protected areas which is currently being established. It combines both the sites which have to be designated according to the European Bird Directive of 1979 and the European Habitat Directive of 1992. The selection and designation of protected areas are subject to a multilevel decision-making process in which

the European Commission, the member states, non-governmental organisations and scientific experts are involved.

In this paper, the needs and potentials for cross-border spatial connectivity will be demonstrated with regard to selected regions along the borders between the EU accession states Poland and Czech Republic and the EU member state Germany, based on an ecological analysis. Then some first results concerning the mechanisms of cross-border coordination, the actors who are involved, their interests and resources as well as their interaction will be presented. Although both the cross-border coordination processes and the respective research project have not yet come to an end, an attempt shall be made to identify key factors for the success of these coordination processes. The Capacity Approach for Environmental Policy of JÄNICKE and the Actor Centred Institutionalism of SCHARPF and MAYNTZ will be used as theoretic framework of analysis.

Relevance to planning education, practice or scholarship:

Protection of biodiversity and the establishment of ecological networks are of great importance in planning education and practice with regard to sustainable spatial development.

Key data sources:

Existing geographic data on species and habitats, interviews with relevant actors, and analyses of written material.

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Towards a European Thematic Strategy for the Urban Environment

Radical new proposals for the environmental management of Europe's cities are emerging in the context of the implementation of the EU's Sixth Environmental Action Programme. Notably the Communication "Towards a Thematic Strategy on the Urban Environment" proposes a range of initiatives to support cities in the development of environmental action plans and integrated environmental management systems.

The urban environmental action plans will aim to integrate the "traditional environmental fields" eg water, soil, air, noise, nature, energy with the other key sectors including land use and transport. A prime aim of these plans is to influence local "development strategies" in broad terms, and with a strong "action orientation" to drive a clear programme of action, with deadlines, responsibilities, targets, monitoring systems, etc. Plans will be developed by means of participatory processes to legitimate their content and enhance

their effectiveness, and be based on concerted long-term visions of sustainability, as proposed by Local Agenda 21 approaches and practice.

Environmental management systems form a key building block for the action-oriented institutional frameworks and integrated urban action plans for sustainable urban management. The development of an Environmental Management System that guides the city towards an environmentally sustainable development path requires the development of new policies, institutions and procedures. It also requires ongoing monitoring, review and improvement of environmental performance in line with predetermined sustainable development goals. It is therefore an essential element of the Urban Integrated Local Action Plan.

This paper will examine the nature of these new urban environmental management plans and the environmental management systems required to monitor their performance. It will also address issues arising out of the context for implementation of these proposals including the relationship with LA21; the need for the adoption of urban management tools, indicators, and models etc; and the need to set up a process of capacity building within local administrations. The exploration of these issues will draw upon the recent reports of the EU Working Group on Sustainable Urban Management as well as ongoing research for the European Commission that is being undertaken by the authors.

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Defining contents (lowest and highest) of the European Spatial Planning

Beyond institutional competences, the influence of the EU policy on changing territorial space is increasing (Karrer, 2003). And so it will be more and more next years, considering that "territorial cohesion" is becoming one of the essential subjects in the spatial development policy of the EU (Barca, 2003).

But the main theme of territorial cohesion has to be linked to the required one of subsidiarity: an effective policy of territorial cohesion has to be able to propose strategic directions, but without meddling with home rules of each state; on the other hand, planning at European level is necessary to put local policies in a right strategic framework.

Today's new challenge in territorial planning lies in its ability to stay between project, vision and scenario (Secchi, 2003). It's necessary, therefore, to put together needs of general coherence at a global level with requirements of self-government at a local level.

But, in the short story of spatial planning, it is not the first time that we face such a situation: previously in early sixties, in Italy, the attempt to outline a territorial framework at national level ("Progetto '80") has been characterized

by difficult relations with local communities. Learning from that experience may be useful to define contents of a territorial policy at European level really able to hit targets of cohesion.

In order to achieve that, the European Spatial Planning has to avoid both authoritarianism of top-down processes (that may provoke rejection) and demagoguery of bottom-up processes (that may produce inefficacy).

This paper tries to define some feasible working proposals placed in the only practicable space between the risk of meddling in autonomy of national states and the risk of inefficacy of a content too indistinct and ambiguous.

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Which spatial planning policy for new EU members?

After a decade, 10 Central and Eastern European Countries are about to join Europe. These years of transition showed all the difficulties and contradictions these countries must overcome to catch up with European criteria. The CEEC had to reorganised their centralised planning policy towards a new kind of spatial development but on this way they have been (and still are) mainly influenced by regulations and by the financing opportunities offered by EU structural funds. As the last cohesion report is showing, disparities among European states and regions remains significant. With a limited European budget and a lack of experience for the future new members, more attention must be paid to the planning policies and programming tools which will be used during the next programming periods.

In this context, what is at stake is the strategic planning orientation which will be chosen between the need for economic growth (meaning concentration of investments and wealth in more dynamics regions) and cohesion policy (meaning helping more backward territories to participate to the European prosperity). As we can see with the research activities of the ESPON programme, transnational studies, exchange of ideas and common approaches are emerging. However, within the UE 15, many different planning cultures are in opposition and each country is willing to influence the European strategies or the national policies of candidates countries trough bilateral cooperation programmes.

It's then time to question emerging planning and spatial development strategies which are taking place in CEEC to see what could be the way chosen by these transition countries under the influence of EU countries and institutions. It will be especially crucial to analyse the position of public bodies in the reorganisation of planning policies and to evaluate their ability to produce new planning tools taking into account the interest of the private sector, the state priorities and the EU policy.

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Transnational cooperation in Alpine Space: easier said than done. An Interreg IIIB experience

The concept of territorial cohesion in Europe is still growing in importance; in the European Convention draft is affirmed that this is an area of "shared competence" among Member States and the EU. Furthermore, its significance is expected will be particularly stressed in the Third Progress Cohesion Report.

The entire consequences of this process aren't so clear yet, at least it can be asserted that territorial cohesion and territorial matters will play a relevant role in the negotiation for the next structural funds programmes 2007-2011.

The course promoted by the Structural Funds (in particular Interreg 2000-2006) in sustaining the territorial cohesion process and cooperative approach "to encourage harmonious and balanced development of the European territory" seems getting effective.

Within the SF, Interreg IIIB Programme (ESDP based) aims to establish alliances amongst regions, with strengthening the concepts of transnational cooperation in planning.

The "little Europes" (cooperation regions) established by the programme are drafted on the basis of homogeneous spatial characters behind political borders of the states, promoting transversal working modalities.

Within Interreg IIIB Alpine Space Programme, the project CulturALP is a useful example to move from theory to practice, putting in evidence strength and weakness of the general idea of territorial cohesion. The paper is therefore focused on the operative methodological approach adopted in the project, underlining the relationships between spatial planning and cultural heritage management.

Assuming as principal aims of the programme the enhancement of the alpine macro-region, adopting a problem solving approach in transnational cooperation, specific goals of CulturALP are: to protect and enhance alpine historical centres through a cooperative, transnational approach, improving knowledge and promoting integrated and sustainable policies, in a comprehensive view in which cultural, socio-economic and environmental aspects, are integrated.

Aiming at a cohesive approach, the main challenges are:

- Conceptualisation of project aims and communication amongst the partners (different legislations and traditions in planning and cultural heritage management, different languages);
- the effort in defining concrete and really shared issues in a transnational perspective;

- to practice the multidisciplinary approach with effective results (territorial and landscape planners, cultural heritage experts, economists, geographers are involved).

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The spatialisation of the European project

This paper argues the need for more critical analysis of the 'spatialisation of the European Project', than has been the case in most academic work on the European Union's spatial policy so far (e.g. Faludi & Waterhout 2002, Tewdwr-Jones & Williams 2001, Williams 1996). The focus is on the European Union, and the way that this huge institutional and territorial setting is organised, driven and imagined according to a particular hegemonic spatiality which gives shape to the political, economic, social and territorial dimensions of the European project.

By this we mean that the dominant spatiality contains underlying assumptions about good forms of spatial development, and its consequences in terms of the spatial distributions of 'goods' and 'bads'. We draw from our earlier analysis to show this condition as a particular notion of mobility and territory – a Europe of monotopia in our vocabulary (Jensen & Richardson 2004). This paper therefore considers how such underlying ideas can be brought to the surface, and what might be done about them within the realms of European spatial governance.

The paper first explores the 'spatialisation of ideas' and the notion of the spatialisation of the European Project. It then sets the European project in a historic perspective, developed from post-war politics to the contemporary attempt to produce a single homogeneous space of flows of goods, capital, people and information. In the third section we shall explore how this development is now marked by a particular discursive framing in a vocabulary of risk and chaos whose antidote is the 'right' spatial solutions. In the fourth section, analysis of the twin cases of the trans-European transport networks (TENs) and the European Spatial Development Perspective (ESDP) (CSD 1999) is used to shed light on the spatial policies and logics behind European Project. In the fifth section we bring this spatial agenda into the political space of EU enlargement with its focus on 'territorial cohesion' and its imposition of a 'spatial agenda' on the newcomers. Finally the battle

over the EU Constitution is discussed as another critical moment of spatial definition in the political integration process.

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The Inner-European Responsibility for Coordination in Accordance with European Spatial Development

In spite of repeated demands to this day by both the European parliament and the EU member states the responsibility for a European spatial development policy has not been clearly established. Spatial development is rather treated as a kind of side-effect by the sector-based EU policies. A real spatial development policy, which fulfils responsibilities and pursues guidelines and objectives for Europe as a whole does not yet exist on the European level. Although many of the European sector-based policies have considerable effects on the spatial development in EU member states they follow standpoints arising neither from spatial development policies or correlations nor are they based on such criteria. Furthermore, no agency or unit exists in the European Commission, which coordinates in any manner the spatial development consequences of European sector-based policies. This situation results in obvious deficiencies, on the one hand, regarding the efficiency of European policies, and on the other, regarding the spatial effects of these policies.

Coordination of the sector-based European policies, which takes account of their spatial aspects, would lead to noticeable improvements, both of European spatial development as well as the European sector-based policies. Foremost of all the comprehensive consideration of all aspects of spatial development could be taken into account with the support of this coordination and a genuine European spatial development could be established. Moreover, the section-based policies will gain in particular from the coordination. They would be more able than today to achieve their targets and the use of financial resources could be more efficiently organized. Finally such coordination could be a very helpful and fruitful guide to middle and eastern European nations regarding their future spatial development.

It is a matter of urgent necessity particularly against the backdrop of the forthcoming EU enlargement that the organisational structure, as well as the form and content of an inner-European coordination of spatially-effective policies be discussed in the framework of sustainable and integrated European spatial development. Furthermore action estimates for the possible realisation of such a coordination should be worked out.

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Territorial positioning in the face of EU enlargement

Recent years have witnessed a proliferation of writing covering a diverse range of issues related to regions and regionalism including: the role of regions and regional institutional capacity in furthering economic growth and competitiveness in a globalising world economy; cultural identities and regionalism; ecological dimensions of regionalism, and the politico-institutional/governance dimensions of regions. Schmitt-Egner (2002) addresses the diversity of interpretations of regions and regionalism and develops the concept of the "regional programme" whose purpose is to promote the "formal" "material" and symbolic" reproduction of the regional system. In developing such programmes regions also increasingly compete with states and other levels of government not only for resources but in the provision of solutions to policy problems (Keating 1998). In Europe, the fact that regions are embedded in a system of vertical and horizontal relations including those with the national and supranational levels means that regions increasingly seek to develop their internal regional programme by external interactions. Such "transnational" regionalism is seen as being particularly relevant in terms of understanding regionalism in Europe and assessing the extent to which regions exert a "European competence" (Schmitt-Egner 2002). Reflecting these processes and devolution and decentralisation across Europe, thinking behind regional policy is evolving from a top-down" redistributive" logic to a more territorialised "endogenous" model which aims to foster the intrinsic endowments and capacities for growth and collective action of different sub-national territories. At the European level the European Spatial Development Perspective (ESDP) encourages regional and local authorities to overcome "insularity"; and to take into account, and capitalise on, territorial interdependencies and European aspects in the development of their spatial strategies. Reflecting the trends outlined above, this paper seeks to evaluate the development of strategic positioning by territories in Western Europe as they simultaneously adjust to devolution agendas in the domestic context and prepare for EU enlargement. Case studies drawn from the UK and France suggest that regional policy is rapidly moving away from a mechanism designed to promote spatial equality to one where spatial equity is of more importance and different territories are called upon to "auto-develop" themselves.

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Polycentric development – really an appealing concept with political relevance?

Spatial concepts have become an important issue in European spatial development policy and are going to be continuously developed. These concepts are vague and broad and often accommodating different objectives. But this is not surprising if one is regarding the diverse environment of the EU, its complex set-up with changing conditions and territory. Vague concepts might thus be unavoidable in European spatial development policy making. Nevertheless spatial concepts (not to be mixed up with visions) help to draw “attention and energy of representatives of national planning authorities toward future oriented issues and help to create a common language which is essential for international communication among experts” (Martin, Robert, 2002). Spatial concepts can have a high political relevance without being defined in a clear way, which can be seen at the concept of polycentric development. An intention to base the most important instruments for spatial development on European level (structural and cohesion funds and transeuropean transport networks) on the aims formulated in the ESDP (CEC, 1999), can be identified whereby the aim of a “polycentric and balanced spatial development” could play a crucial role. It also gives a hint to the change of paradigm happening in European regional policy.

Therefore the paper raises the question of how the concept of polycentric development emerged on the European policy platform, how it came into the ESDP which assumptions or hypothesis are standing behind and how it is interpreted and further developed through different studies and actors on different spatial scales. Furthermore it analyses the different terms used to describe the concept of polycentric development and also wants to look at the attempts to clarify this vague concept within the ESPON (European Spatial Planning Observation Network) context. The elaboration of this concept provides the possibility to discuss current spatial trends and must be seen as a frame, which allows to structure intercultural and inter-sectoral knowledge. Polycentric development remains rather a political concept and should be regarded as chance for different spatial scales to discuss and analyse whether there are potentials of co-operation, which help city networks to be more competitive.

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Diversity, Coherence and Coordination in Spatial Planning and Economic Competition

As global economic integration continues to create interdependencies among nations and localities, competition for inward investment is increasing. Spatial planning practices are an important and neglected element of national and local modes of regulation, since planning can portray positive or negative images to potential investors ranging from flexibility to bureaucratic inefficiency. Political agendas and regulatory reforms have been apparently similar in the planning systems of EU member states. But the centralised regulatory nature of mainland European planning systems may well be ill suited to the attraction of FDI. This gives rise to the notion that the varying form of planning systems across Europe and their ability to become more flexible to meet inward investment objectives either supports or inhibits different European regions to attract greater or lesser FDI. With heightened competition for FDI across Europe, there are signs of renewed inter-authority cooperation and strategic planning at the city-region scale. Critically, centrally conceived 'one size fits all' national planning policies are unlikely to match the needs of a Europe of the regions in which divergence in economic performance remains the order of the day. With the accession of East and Central European countries, the tensions between the planning and FDI needs of overheated 'core' capital city regions and lagging 'peripheral' regions, is likely to be greater still. Our purpose in this paper is to investigate variations in the way in which the planning process supports or inhibits regional economic investment and assess the options for facilitating FDI in a manner that delivers both sustainable development and the representation of wider public and stakeholder interests in regional and spatial strategy making. An emphasis upon polycentric development might inform a shift toward viewing FDI and planning as ingredients in the production of economic growth in regions away from concerns to redistribute to or compensate such regions. This in turn is likely to rest on the regionally differentiated practice of planning as a regulatory and facilitative activity. A key assessment here is whether a broader vision of 'balanced competitiveness' is being developed in practice in contrast to the sentiments of the ESDP.

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URGE - Development of Urban Green Spaces to Improve the Quality of Life in Cities and Urban Regions

The objective of the European research project URGE, funded under the 5th Framework Programme, is to provide a systematic research contribution to support methods and measures of green space development and management in cities. The leading question is, how urban green spaces (both qualitative and quantitative) can be developed from ecological, economic and social perspectives, in which kind of urban areas (localisation, land use pattern) and with the help of which tools and instruments.

URGE results in tools including future perspectives, criteria, methods and measures concerning requirements, strategies and actions for the management of urban green spaces. These tools enable the evaluation of the development of urban green spaces and thus contribute to a sustainable city development and an improvement of the quality of life in European cities and urban regions.

The URGE consortium - researchers and practitioners from seven European countries - elaborated a so-called Interdisciplinary Catalogue of Criteria (ICC) with criteria including ecological, economic, social and planning aspects. This is part of a toolbox, which contains a city profile template as a questionnaire about goals and demands for green space planning in addition to the ICC. Methods for the green space evaluation were developed and can be applied using the data deriving from application of the criteria to a green space. In order to allow an interdisciplinary evaluation of the heterogeneous criteria, different evaluation methods were tested as part of the project work. The objective of the evaluation of the applied criteria is to evaluate the current situation in comparison to the respective target values to identify deficits or good practices.

The results can serve for green space monitoring and with it for the improvement of urban green space development and management.

All tools resulting from the URGE-Project are combined to a Manual, a practical handbook for municipalities and urban green planners, which will be published in the end of the project for common use.

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Venturing in to unknown territory: the making of the Second Benelux Structure Scheme

Transnational planning makes spatial planners venture into unknown territory. The scale, the issues and the institutional context of this endeavor are significantly different from those within national states. What does this mean for the role of spatial planmaking, which is the cornerstone of the planning profession? This paper focusses on the role of plans as part of building transnational governance capacity. It does so on the basis of an indepth case study of the making of the Second Benelux Structure Scheme (1994-2000). The research material consists of a series of interviews with direct involved planners and administrators, primary sources such as internal reports of the Benelux Economic Union and direct observations by the researcher who attained several meetings of the planning committee.

The paper starts with a short statement on the (planning) theoretical position from which the making of the plan is analysed. Planning as a communicative process and planning as a programming process are central concepts in this analytical framework. The paper proceeds with an analysis of the making of the Second Benelux Structure Scheme. It is concluded that the plan as a communicative tool is not well enough developed during the planning process, while at this stage of building transnational governance capacity this is most desired. The concluding remarks wil focus on the ways in which the communicative dimension of future transnational plans can be improved.

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Sustainable management of the territory. Different approaches in Europe

The sustainability, from the Nineties, has deeply innovated the management of the territory in the direction to overcome the historical separation among economic and territorial processes and natural processes. This requirement has been adopted by the most recent European documents that promote the sustainable development of the communitarian territory as the European Spatial Development Perspectives (ESPD, 1999). This document made an innovation to the territorial policies because it tried to promote the integration among the organization of the territory and the protection of the nature, the environment and the landscape. In order to promote the integration of these policies, each member state has been involved in an innovation process. In this process is possible to distinguish two approaches: that German-Anglo-Saxon who has historically interlaced the management of the territory with

the protection of nature and the valorisation of the landscape; that centre-Mediterranean that only recently is trying to overcome the separation between development and the protection policies. In this cultural context, the paper wants to describe the historical roots, the normative and operative differences between this two planning approaches, the common tendencies and the recent experimentations (especially of the Dutch and the German sustainable territorial planning). The recent innovations of the German-Anglo-Saxon countries suggest interesting guide-lines in order to help the different European territorial planning cultures, and particularly the Centre-Mediterranean countries, in the search of theirs individual sustainable planning course.

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Territorial cohesion: what can it mean?

Probably, in the new European Union of 25 one of the policy objectives will be achieving territorial cohesion. This is at least the expected future. Before we arrive at this point, however, two things have to happen. Firstly, the EU member states have to agree on the Constitutional Treaty of which concept versions still mention territorial cohesion under Article 3. Secondly, the concept of territorial cohesion must get a policy interpretation, or in other words, a meaning. Obviously, the approval of the Constitutional Treaty is a subject far beyond the reach of spatial planners. Helping territorial cohesion to become an effective policy, however, is not. Based on a study commissioned by the Dutch government this paper wants to make a contribution to this objective. The central question of the study was 'how can the concept of territorial cohesion and the burgeoning spatial framework increase the spatial coherence between EU sector policies in the context of the EU politics in general?'. After a short introduction on the roots of territorial cohesion and the architecture that has been created around it, this paper will position the concept between existing policy fields aiming at economic and social cohesion. From this it will follow that territorial cohesion adds a new dimension to EU politics: spatial coherence. With this central notion in mind territorial cohesion will be discussed from three different angles. Subsequently the paper will deal with the introduction of a territorial dimension in EU structural policies, the possible contribution of territorial cohesion to the governance ambitions of the EU and finally with territorial cohesion as a policy aiming at the identification of a spatial main structure. This last think line interprets territorial cohesion policy as an ongoing process of spatial visioning. The most important aim of this process should be to learn people to think spatially rather than the creation of spatial visions as such. The paper will conclude with a brief reflection at the governance of the territorial cohesion process itself.

TRACK 3 : **Public Participation and Urban Governance**

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TRACK 3 :

Public Participation and Urban Governance

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Shrinking cities In Germany - initiator of paradigm change in participatory planning?

Except for a few countries, Europe is facing major demographic changes and an ageing population. In some German regions, in combination with an economic crisis this has already led to shrinking cities. Programs launched by the federal government like "Stadtumbau Ost" (City redevelopment in East Germany) try to address this problem by funding Integrated City Development Concepts that are to guide this process by on the one hand demolishing "obsolete" housing and by improving the remaining stock and their surroundings on the other in a coordinated fashion. Multiple practical problems arise when city planning and city politics is no longer about the distribution of increasing wealth especially in the field of real estate but to try to avoid real estate markets to collapse completely. Although some cities succeed in applying creative strategies and seem to be on a promising way in the process of "redevelopment" nobody knows if even they will be able to stop the downward trend. Now that almost all German planners are discussing about how to go about shrinking cities, a paradigmatic shift in planning practice seems to sneak in: Whereas planning theory was dominated by the "communicative turn" in planning both internationally and in Germany in the 1990s and at least quite a remarkable stability of participatory planning in practice, there are many stakeholders that advocate for more secretive approaches in the redevelopment process in Germany now. Their aim is to avoid stigmatisation of neighbourhoods that are bound to be demolished or reduced in size before time and therefore to avoid an self-enforcing of the vicious circle of abandonment and blight. They face more traditional planners that argue in favour of broad participation in order to increase identification, social capital and accountability and thereby improve the chances of keeping people from moving out of town forever. The paper gives an introduction into the current debates in Germany. It gathers evidence in order to identify a possible paradigm shift in urban governance and its consequences for the possible success of redevelopment processes that will accompany East German towns for the next decades.

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Politics of Place-making: The Case of Santa Monica and Oberhausen

There is concern generated in the context of globalization, whether convergence of urban patterns occurs despite differences in the institutional cultures of distinct planning environments. We observe, however, that global exchanges of meanings, lifestyle and spatial models stimulate organizational as well as morphological transformations of our urban environment. Confronted with today's changes of urban territories, which conceptual framework can help us to evaluate the quality of newly developed spaces?

In order to build an understanding of contemporary production of meaningful urban spaces, this paper interprets the relationship between spatial and institutional components of places. Its theoretical framework is inspired by Marc Augé's non-places, Helmuth Plessner's logic of diplomacy, and Douglass North's institutional change. The paper contributes to current literature that incorporates into the interpretation of places specific historical context, particular mental models, agents and social interaction. For that we perform a comparative analysis of the processes of production, and management of two successful retail and entertainment developments: the Third Street Promenade in Santa Monica, California, and CentrO shopping mall in Oberhausen, North-Rhine Westphalia. Both projects employ imported spatial models, as the Promenade replicates European pedestrian streets and CentrO is modeled like the American shopping mall. Although they factually copy other spaces, they have been implemented through institutional change by means of manipulation of the current structure in place. Institutional change, as structural transformation in the economic and governance systems, seems to be a precondition in the global world for the production of hybrid spaces.

What institutional features are capable to work as incentives to conciliate individual preferences with social objectives in order to realize meaningful urban spaces? The project in Santa Monica shows that achieving a social goal and at the same time complying with individual choice for economic prosperity required a coordinated political effort. We envisage that successful place-making is based on an ongoing process of public debate, and on the space management by multiple agencies interested in both economic success in the global market, and civic sense of the place. The study aims at procedural recommendations to planning in both regions, focusing on the optimization of policy-making processes.

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Developing Regional Intelligence Capacities for Regional Policy Formulation and Monitoring: Current Approaches in the English Regions

The recent pursuit of new regional planning agendas in the UK has coincided with a strong push from the government towards a evidence based, information intensive approach to policy making, with the increased use of statistical indicators to inform and evaluate emerging regional policy. The organisation and management of regional intelligence and monitoring systems is thus a significant aspect of evolving regional governance, and a way of enhancing public accountability. This paper reports on ongoing research into various aspects of regional intelligence, monitoring and policy development in the English regions.

Following a review of existing academic literature, the paper reports on the findings of a documentary / web-based review of the regional intelligence and monitoring arrangements being developed in each of the English Regions with specific reference to the intended use of such systems / information in the monitoring and evaluation of key regional strategies (Regional Planning Guidance, Regional Economic Strategies, Regional Sustainable Development Frameworks). This review covers issues relating to the progress and practices of information collection, the development of monitoring and evaluation frameworks, and the partners involved in these processes. Key policy issues and priorities were also highlighted from government policy documents and the wider European context. The research questions focus on five conceptual issues that embrace the political, managerial and policy dimensions of regional information usage and management: the role of data agencies; the institutionalisation of indicators; the standardisation of indicators; participation and consensus building; and policy embeddedness.

By concentrating on the relatively under-researched area of indicators usage and management, this research provides a different perspective from much of the previous 'indicators' research that tends to focus on methodological issues. It aims to examine the interplay of instrumental rationality and normative policy context in the process of developing regional intelligence. It should therefore be of interest to a wide range of regional policy-makers and stakeholders as well as academics with interests in these areas.

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Techniques and Tools for Public Participation: Considerations and Examples

In our paper we will present two techniques and their respective software tools that has proven to be of great potential for enactment and management of participation and consensus-building processes.

Consensus-building and participation are of utter importance in the planning practice, so as to induce many scholars and practitioners to argue them be the very essence of a planning process.

The planning theory has extensively explored and has attempted to establish principles, rules and procedures for handling such processes, asking questions about the treatment of legitimacy, rationality, knowledge and power. Our research explores the importance of construction of a common "model of reality" in such processes.

If participation, consensus-building, and indeed the planning itself, are among other things also communicative processes, and if we make the assumption that assertions, opinions, interests and predictions are always grounded on a representation, on a model, hence the interest we can appoint to techniques that explore the possibility of collective building and explicitation of such models.

The first tool (MaGIA) is based on the conceptual maps methodology. The founding working hypothesis is the idea that it is possible to represent a collective "knowledge" through a network of concepts. It is a Web-based software designed for the construction of "knowledge maps" which allow users to collectively build maps by inserting new concepts and links among them, to participate to discussions and to visualise and analyse maps.

The second tool (The Time Machine) is based on the cross-impact analysis, and serves as a tool for the construction of future scenarios. It is based on a simple and extremely "communicable" underlying model, but can however grow in complexity and richness depending on the use that is made of.

Probably the most relevant thing is that the two can be used jointly, or with other tools, for instance with those we have developed for Delphi technique management, or those for cellular-automata or multi-agent based simulations, or gaming-simulation, but also with other types of models, all in order to set up flexible and personalised communication and participation processes.

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Urban development strategies in Antwerp: the end of social innovation
(this paper is part of the SINGOCOM Round Table)

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Taking users into account. A domino effect for the designers ?

BazarUrbain is an interdisciplinary collective (urban design, architecture, sociology and design) of young professionals from various schools and universities of Grenoble. We work as lecturers, researchers as well as practitioners of urban design. We act as consultant for cities, private or public societies or non-profit housing companies that wish to take into account user perception or user knowledge in order to build a diagnostic and/or urban project.

Our action is characterised by several postures to :

- 1/ give users and inhabitants some credits and allow their competence to show as specialists of their own environment ;
- 2/ put users in the best position to describe their environment (by the coming out of new methods of inquiry such as workshops, commented city walks, reactivated listening) ;
- 3/ put in balance the technical, social and perceptible dimensions of the environment along a project ;
- 4/ pay attention to the relationship between the three masteries : contractor (maîtrise d'ouvrage), urban planner (maîtrise d'oeuvre) and user (maîtrise d'usage).

Through the examination of four of our projects we will look at these four points. But in this communication we will focus on the fourth ; because if we know how to take into account the user, it appears that the contractor will become more responsible to the planner. Therefore we would like to examine how to deal with their needs, how to progress during the project, and how to address questions as they rise. Our main intention is to question the evolution of the various actors' needs in a project considered a process rather than a finality.

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Exploring the barriers to and enablers of creating 'institutional capital' for regional waste planning in England

The creation of Regional Technical Advisory Bodies (RTABs) in the late 1990s represented a new form of institutional arrangement for strategic waste planning in England; one which displayed a potential to become a key site for seeking governance solution to sustainable waste management. Drawing on the findings from the first stage of an ESRC-funded project, this paper aims to examine the extent to which RTABs can fulfil their governance potentials and meet the challenge of collective action. This assessment will be based on a conceptual framework that combines some of the concepts developed by urban regime theory with those arising from the debates on institutional capacity building. According to these, key to the development of a sustained capacity to meet the challenge of collective action is the quality of governance relations and in particular the availability of four forms of capital: intellectual, social, material and political. Using this framework, the paper examines some of the main barriers to and opportunities for the development of these capitals within RTABs' relations. Given the rapidly changing nature of the waste policy context and its institutional landscape as well as the changing roles and responsibilities of RTABs' and a degree of uncertainty surrounding their future, it would be premature to arrive at definitive conclusions. Instead, the paper aims to make some informed speculations about the future of RTABs and their potential capacity for governing the strategic waste planning process.

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What makes collaborative planning work ? An empirical analysis of collaborative planning for natural resources

Regional planning and management is a problematic issue under the fragmented administrative structure of many countries. Different jurisdictions and different levels of government have differing regulations and standards as well as differing degrees of power to enforce these regulations. This paper analyzes one of the techniques used to overcome this problem: collaboration. Natural resource management provides a very good opportunity to examine this due to the fragmentation of administrative structure. However, the implications of the results are not limited to natural

resource management. Findings will be useful for many other interorganizational settings including regional planning, metropolitan area planning, economic development, and growth management. The main objective of this study is to identify the determinants of success in interorganizational collaboration. There is extensive literature on why organizations collaborate, but what factors make collaborations successful is not well documented. To add to the knowledge of this field, this research integrates theory and empirical research from organizational theory, management studies, public administration, urban and regional planning, and environmental planning and natural resource management to define operational measures of successful collaborative planning and identify the determinants of success. The research methodology includes multivariate analysis of a mail survey of collaborative natural resource planning participants. Understanding what makes collaborations work is important, because despite the documented need to collaborate, many efforts take years to bear fruit, and most do not achieve much. I believe this is due to poor understanding of the collaboration process and its elements. If this process is thoroughly examined and the factors that lead to success are determined, it will help future collaboration efforts immensely by identifying the circumstances in which collaboration is most likely to succeed and the factors that can be manipulated to enhance the likelihood of success.

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Building an urban planning capacity at large scale. Example of Nantes - Saint-Nazaire metropolitan area

This contribution is based on a political science doctorate that I'm finishing at the Montpellier 's University. Research work deals with the new forms of urban government in French cities which have appeared since the middle of the seventies. To study this evolution, I've chosen to follow urban planning dynamic during a long period since 1977 in the urban areas of Nantes and Rennes. Among research results, I propose here to describe how a capacity in urban planning can be built on large scale with the example of Nantes / Saint-Nazaire metropolitan area. Urban planning will be defined as the tools, the projects and the documents which aims are to organize urban development in space. The main idea is to show that a collective action in this field has been obtained between public and private actors through the institutionalisation of a decisional arena called Loire estuary communitarian association (ACEL). Urban planning capacity has been obtained neither by the setting up of a political institution, a sort of metropolitan government institution, nor by the elaboration of a master plan but by the creation of a place where arrangements between elected leaders and private interests had been built.

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The Paris-Île-de-France Region: a metropolitan laboratory on "autonomy"

The paper aims to open the discussion on a research project I am currently working on for UrbEurope RTN: it will present the results of a case study conducted on the Paris-Île-de-France Region exploring the way in which the concept of autonomy is being declined in what could be defined as a metropolitan laboratory producing interesting institutional changes and territorial policies innovations - slowly, though incrementally, opening occasions to challenge the historical predominant position of the central government in the area of the capital. All this may be studied not only as the outcomes of the general process of decentralisation of powers, but in so far it produces innovative answers to economical, social and political phenomena which are investing municipalities, questioning the way they produce (and implement) decisions and policies. While cities and municipalities, like Paris and its regional area, are given by the recent French laws the role of -more- autonomous actors, they seem to be able to rediscover the multiple identities they are made of and the multiple and non co-extensive territories they interact with and are part of. This may question the sense of the just recently restored autonomy and the possibility for municipalities to be, in a too simplistic way, defined as collective actors, thus opening also a reflection on the sense of an updated metropolitan frame for action. The Paris case is an excellent point of observation of practices of intercommunalité not just based on simple network of autonomous municipalities, but on a re-composition of territories of metropolitan policies which can no more be considered fixed neither co-incident with those of autonomous municipalities, but constructed by and on policies in-between different interacting and non co-extensive territories. Therefore the case study will be an investigation on what is being produced in the Paris area in terms of local policies - where what is at stake is just what is locale to refer to and how it affects the production of public good and public policies on the base of this possible not "given"- not to be taken for granted- declination of the concept of autonomy.

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Urban Governance - a Brazilian perspective

In the current context of a globalised world the governance concept has increasingly gained relevance for the analysis of recent transformation of public planning and policy making. In Europe, the theoretical debate about

legitimate forms of governance beyond the state; is very much influenced, on the one hand, by multilevel governance arrangements emerging due to EU policies and, on the other hand, by regional initiatives, specially on the metropolitan level, where the promotion of economic development and innovation through public-private partnerships is the main objective. As in Brazil contestation of traditional forms of hierarchic government originated primarily from local communities and social movements, less from national or international governmental levels, the most relevant local governance initiatives aim to foster the involvement of local civil society and communities in decentralised urban planning and policy processes. This kind of experiences has traditionally been analysed from the theoretical point of view of participatory democracy. In this paper, Brazilian experiences in public participation, above all the participatory budgeting of Porto Alegre and the collaborative urban management model of Curitiba, will be analysed starting from the theoretical approach of urban governance. The paper aims to demonstrate the suitability of the governance approach for understanding the relevance of these experiences for the implementation of sustainable and innovative policies. The main question we intend to address is to which extent a good system of local governance, aiming at openness, deliberation and the strengthening of the capacity to act, is possible in the specific context of developing countries with their relatively weak civil society organisations.

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Social Innovation in Marzahn NorthWest: the case of the integration of Resettlers from the former Soviet Union

In the course of the SINGOCOM research an in depth case study on social innovation has been undertaken in East Berlin. In this case study especially the local dimensions of social integration are of interest. The legally privileged (migrant) community of the German Resettlers are here confronted by barriers due to the local factors of residential concentration in a deprived neighbourhood (Madanipour et al. 1998), due to restricted access to the housing market and network migration. At the same time, the local level produces an institutional effort towards social innovation although located within a hostile local social environment, severe fiscal restrictions and consequent financial shortages of the formerly largely publicly founded activities, and a very restricted labour market in the recession shaken Berlin

(cp. Haeusseman and Siebel 1987). Is this local effort socially innovative? Is it producing social integration?

The processes researched into are embedded into a neighbourhood that is part of the largest housing estate in Central Europe, Marzahn. Here, after reunification, 5-6,000 German Resettlers from the former Soviet Union have settled in a quasi-homogeneous Eastern German neighbourhood of around 24,000 inhabitants, predominantly working class and classified a deprived neighbourhood in socio-spatial analysis on Berlin, Marzahn NorthWest. The Resettlers have gained German citizenship due to their German nationality and persecution under Soviet reign on arrival, following German resettlement policy. Still, they are perceived as Russian. There has been conflict during the past decade between the two major populations. Furthermore, barriers to integration have been claimed on the side of the newcomers, as to the host population in Marzahn, labour market and state institutions.

We will look first at the employed concepts of social exclusion and social integration (Kronauer 1999; Andersen and van Kempen 2001), social innovation (and institutional capital (Cars et al. 2002)). Then we will present the empirical findings: how do the various spheres of agency (legal and labour market frame, local state agencies, civil society and the self-organisation structure and community dynamics) alter governance processes? Finally we will sketch an overarching picture of the local governance dynamics, institutional capital and social innovation.

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Why local governments in England are not innovative? The case of Newcastle's Ouseburn Valley.

In this paper we look at the barriers that socially innovative initiatives come up against in local governance environments. In the UK, Labour's modern local governance agenda overlays long-standing and on-going efforts to meet urban regeneration and economic development objectives. These efforts have contributed to new governance practices that often sit uneasily with more traditional government environments. To analyse these processes we have used an institutionalist analysis to examine the evolving practices and the ways in which governance environments are transformed. We present one case study that we have studied for SINGOCOM (Social Innovation, Governance and Community Building), an EU funded research project that looks at social innovation in 9 European cities. We focus on the struggle for socially innovative initiatives in Newcastle's Ouseburn Valley. This area presents certain features that have provoked citizen action for experimentation with social innovation. This citizen action developed a vision for the valley in opposition to the property-led regeneration model typical of

the 1980s in the UK. The City council established mechanisms of cooperation with local groups to develop the Valley. However, the initial broad and open vision of the future of the valley held by local groups, has been narrowed down in recent years to property development and rather standardised brownfield regeneration. The City Council has now identified the Valley as a strategic site to develop cultural and creative industries and dense housing schemes which seem unlikely to be populated by low income residents and risks a process of gentrification. While there is innovation in terms of process, such innovation has been unable to resist the 'weight' of established routines and practices of long-established policy networks. The alternative vision has been slowly institutionalized and forms of social innovation squeezed out. This matters as socially innovation in the case study appeared able to deliver a more economically and environmentally successful place. However, through looking at material practices and outputs, as well as frames of reference and cultural values, in governance processes we highlight how deeply entrenched local governance practices are excluding innovative forms of policy making.

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Territory and territoriality In the Italian Mezzogiorno new policies. The local agency of development "Città del Fare"

Within the "Nuova programmazione" adopted to promote the development in the Italian Objective 1 area for the period 2000-2006, the principle of integration of policies is interpreted by drawing attention to two different, yet closely interrelated, main aspects. The first aspect is the integration of policies carried out by public Authorities at different level (local, regional, central). The second aspect is the integration of intersectorial actions directed towards a common aim: the territorial development of a specific area.

These two aspects outline, at least in the intentions, a complex vision of the territory which the actions of actors in the planning processes and in local development policies are referred to (Bourdin, 1994).

In fact, very frequently, the word territory is used only in a rhetoric way. In that case, partial or rather twisted visions of the reality are often allowed or even suggested (Dematteis e Governa, 2003). Actually, the territory is often defined as a simple set of things without actors (Berdoulay and Entrikin, 1998) or as a simple passive "receiver" of policies.

In our hypothesis, to be effective, every economic, social or cultural policies has to see the territory not only as a social product, but also as a means and a matrix that concerns the whole life conditions. That is to say that every

policies act on territoriality, understood as a symbolic, cognitive and practical mediation that the materiality of the places exercise on social action. In order to understand the role of territoriality within the development processes, the paper is organised as follow. It first describes the principles of the new policies for the Mezzogiorno area. Then it explains the different meanings assume by the concept of territoriality (i.e. the differences between Raffestin, 1981 and Sack, 1986). Finally, it verifies the meaning and the role play by the territory and the territoriality within the process of development of nine municipalities of Naples area carried out by the local agency of "Città del Fare".

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The rescaling of regional planning and governance in the Netherlands

In recent years, several contributions have pointed to policy changes and disciplinary tensions that are affecting Dutch spatial planning and that are defining an uncertain transition from established practices. Significant accounts and interpretations are available of shortcomings in the Dutch intergovernmental process of national and regional spatial strategy formation and of long-lasting attempts at jurisdictional reforms of territorial governments. However – possibly in line with the relative weakness of the tradition of regional planning – the meaning and importance of regionalism and regionalisation processes in the Netherlands are still underrated and certainly little analysed.

The aim of the paper, therefore, is to offer to the international regional governance debate some essential insights from the Dutch situation. In schematic terms, the current Dutch situation can be characterized by a trend towards the renewal of both regional jurisdictions and regional planning practices. As for the renewal of jurisdictions, the current situation is highly dependent on the outcomes of long-lasting attempts at reforming the three-tier system of territorial jurisdictions represented by 'house of Thorbecke'. As for the renewal of practices, the trend is towards an increase in importance of area-based and developmental approaches to planning, especially at the local and regional level. The emergence of diffuse claims for a more 'active' approach to territorial policies and of significant local-regional forms of mobilization has contributed to defining a highly 'experimental' institutional environment. The result is the emergence of a governance environment characterized by multiple constellations and multiple coalitions for development that define a geography of governance that is flexible, often overlapping, and increasingly autonomous from given territorial jurisdictions.

This paper presents an overview of experiences that underline the current dynamics of regionalisation processes and of changing goals and instruments employed in regional planning practice. Among other things, it provides an empirical illustration of the dynamics involved, based on a brief analysis of new regional planning arenas in the western 'Randstad Holland'. It aims to offer a Dutch contribution to a line of research on the 'rescaling' of governance, inquiring into the changing geography of state action in Europe.

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Participation and social capital in disadvantaged urban areas

In many European cities, integration strategies for the so-called disadvantaged urban areas, where the population is facing bad housing conditions, high rates of unemployment and dependence on social welfare, vandalism, and unsafe public spaces, have become part of recent urban development policies. An important element of these strategies is the mobilisation and participation of the local residents in order to "empower" them and strengthen their self-help competence. In this context, theoretical concepts of social capital, e.g. as forwarded by the American political scientist Robert D. Putnam, have been fairly successful since the 1990s. They claim that social capital is the one resource that needs to be established and/or supported in disadvantaged urban areas to enhance social integration and to "making democracy work" (Putnam 1993). However, these concepts are accused of showing various inconsistencies, and of being part of a neo-liberal project, used to appease while national welfare systems are cut down.

In Germany, a concerted initiative of the federal and the Lander governments called "Social City" had been brought into being, focusing on the improvement of living conditions within these areas, the (re-)integration of residents into the regular employment system, better education and health conditions etc. The programme encourages municipalities to establish local area managements, to re-structure their administration and find new ways of urban governance, and to support new forms of participation and residents' mobilisation in these areas. In many ways, the idea that seems to lie behind the mobilisation strategies resembles the popular social capital concepts.

This paper intends to connect social capital theory and "Social City" practice, however vague and criticisable they both may be, in order to a) better understand the intentions of the practice by theoretical systematisation, b) differentiate the potential implications of participation with regard to different forms of social capital, and c) uncover blind spots resulting from a critical review of the theory, which have to be addressed in practice if participation really is meant as an instrument for integration of disadvantaged areas and their residents.

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Reframing Public Participation: Strategies for the 21st Century

This paper makes the case that conventional participation methods in the U.S. not only do not meet basic goals for public participation, they are counterproductive causing anger and mistrust. Both theory and practice are dominated by ambivalence about the idea of participation itself. Both are struggling with dilemmas that make the problems seem insoluble, such as the conflict between the individual and collective interest or between the ideal of democracy and the reality that many voices are never heard. The authors then use cases to draw on an emerging set of practices of collaborative participation from around the world to demonstrate how these can better meet public participation goals and how they make moot most of the dilemmas of conventional practice. The research shows that collaborative participation can solve complex, contentious problems like budget decision-making and create an improved climate for future action when bitter disputes divide a community. Authentic dialogue, networks and institutional capacity are the key elements. The authors propose that participation should be understood as a multiway set of interactions among citizens and other players who together produce outcomes. Next steps involve developing an alternative practice framework; creating forums and arenas; adapting agency decision processes; and providing training and financial support.

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Collaborative Planning and Democracy: Building Institutions of Governance for the Network Society

Many planning scholars have been studying collaborative planning and participation issues over the last decade. Some have already begun to explore the implications of new developments in practice for democracy and for institutional change. We are beginning to build an international cross disciplinary network of scholars from planning, political science, public policy and public administration to develop theory and research agendas on these issues and ultimately to publish papers and influence practice. This roundtable is an opportunity for planning scholars to map the terrain of interest to them. Other roundtables will be held at other conferences during

2004-2005 where scholars from other disciplines will join with planners in further discussion.

Each participant will make one or two brief points in 5 minutes. This will be followed by facilitated discussion with panelists and the audience. An effort will be made to reach some conclusions about priority topics of interest to the group.

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Swaying fortunes: innovative ideas for metropolitan planning

A recent publication about metropolitan governance ends with the conclusion that "the way forward is to find strategies to link the different spheres, public and private, of metropolitan action through 'organizing connectivity'" (Salet cum suis, 2003). In my PhD-research I developed such a regional planning strategy, inspired on the methodological insights of Growth Management. Elements of this planning strategy include ideas about regional power (identity, tax power), more modern forms of planning (for example with transferable development rights), regional governance structures with more responsibilities for private parties, and ideas about conditioning, stimulating or encouraging spatial developments by using incentives for cooperation, impact fees, concurrency-requirements. One of the basic assumptions of this methodology for strategic planning is the coupling of the spatial dimension (quality of life) to strategic spatial issues of regional economy and infrastructure. In practice, a lot of metropolitan regions cope with coordinative problems between these three dimensions of planning.

In this paper I will explore the problem statements with metropolitan planning for the Deltametropolis in the Netherlands, as part of a new research trajectory focused on generating insights of competition and complementary in this region. My regional planning strategy will be used to offer some possible answers, especially with respect to questions in the realm of multi-level and multi-agency governance. Furthermore, other (international) solutions are being investigated. The paper ends with a synopsis of research questions for interdisciplinary scientific innovation between the dimensions of economy, infrastructure and governance.

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Alliances Gone Astray: Stakeholder Identity Formation in Brownfield Redevelopment

A brownfield redevelopment project typically involves the interests of many different stakeholders including federal, regional, and local governments, private firms, developers, community organizations, etc. (Simons, 1998, pgs.2-3). In order to understand how these individuals and organizations are able to influence the course of the redevelopment of a brownfield site, it is necessary to understand how stakeholders interact. Previous studies have demonstrated how collaboration is necessary for helping to bring about a plan that is in line with community needs and acceptable to various stakeholders that may have conflicting interests (Groeneveld, 2002, p.18). Ensuring stakeholder participation also helps to strengthen plans and makes these plans more likely to be implemented (Burby, Winter 2003, p.34). Conflict often occurs when stakeholders are excluded from the initial phases of the planning process (Borak and Meek, 1999, p.xviii).

Many studies have demonstrated the need for consensus building throughout brownfield redevelopment (Ethridge, 1982). However, this research has not adequately addressed the problem of how stakeholders seeking out collaboration can actually end up in a position of contention, thus preventing them from becoming a part of a coalition building process. The purpose of this study is to analyze how the redevelopment of brownfield sites is affected by contention between stakeholders. This paper will consider how stakeholders formulate identities, and some of the ways in which they function as adversaries or allies in their attempts to help shape the redevelopment of brownfields. Brownfield redevelopment on the Belmont Learning Center site, a property in Los Angeles, California, will be used as a case study for this research paper. The Belmont Learning Center project has been subject to public scrutiny because of the difficulties that the Los Angeles Unified School District has faced in attempting to construct a new public high school on a property that is partially located on a former oil field. This case study demonstrates how a contentious identity is not compatible with a collaborative identity. Cooperation between stakeholders is both necessary and expedient in many brownfield redevelopment projects. Despite the potential gains of consensus building, both public and private interests can become entrenched in a process of contention.

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Transformation of the no longer in use areas (dismesse). Examples of alternative or cultural use from local associations or agencies

The theme of my thesis is about the process of transformation of particular urban areas, areas dismesse (disused, no longer in use), even if it sounds (strange), bizarre talking about processes of post-industrial transformation in cities which haven't really been industrialized; an interesting example is Geneve, in Swiss.

I'm talk about the transformation of the old refineries in v.le Africa, Catana (now known as Ciminiere), of the old wood furniture farmer Ducrot, near the Zisa in Palermo, of the Missione speranza e carità in Palermo, and of the realization of the MAMCO, museum in Geneva

In these cases, all the "objects" transformed have been realized during the first period of the process of industrialization. The value of these buildings is due to their being elements of industrial archaeology, and then capable to be involved in the process of urban transformation, as centres of the cultural and civic development of the city.

The patrimony of the "dismesse" areas is a resource which should be recognized and activated from local actors, as expression of their social, specific identity.

The tendency of the same urban strategy actuated in all these cases, is thinking of being able to combine culture and technology to plan the future development of the city.

Some of these cases are examples of a contemporary culture which use the action of "alternative" artists or associations, as cultural expression of an anti-global movement.

The transformations depend now, from Who decide how they have be alive, through the organization inside these "old fencings", of cultural events, expression of a new (different) way to live these places. Thinking about the transformation of some of these areas, could be a way to promote the process of economic development, able to use the cultural patrimony as motor of local sustainable development, and also "as instrument to build the community and the participation"

The research is a way to illustrate through these cases, methodologies and instruments which have allowed the transformation of these areas, strategic for position, capable now to be used from the people; at the same time using the research to think about them as an important part of the city.

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Local strategic partnerships, community strategies and development planning: negotiating horizontal and vertical integration in an emergent local governance

Local Strategic Partnerships (LSPs) and Community Planning were introduced in England in 2000 as central features of a modernised local governance. While the proposals for LSPs originated in debates concerning regeneration and the tackling of social exclusion, more recent guidance has made it clear that LSPs will be expected to take on wide-ranging responsibilities for community leadership, improved service delivery, coordination of plans, partnerships and initiatives and democratic renewal. To date, the relationship of LSPs and the Community Strategy to planning has not been a central concern. However, if the LSPs are to fulfil the ambitions set for them, working as effective coalitions developing and implementing the Community Strategy as the key over-arching strategy driving other plans and strategies in a locality, then important questions arise concerning the governance and operation of planning. This paper develops a set of models of the LSP/ Community Strategy/ planning relationship in different contexts, and highlights potential tensions between the integrative, inclusive and bottom-up processes associated with Community Strategy and the traditional hierarchical, exclusive and top-down processes associated with planning. It draws on the national evaluation of LSPs, which involves on-going case study work in a selection of localities.

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Modelling the Elements of Urban Governance

It is widely accepted that '(urban) governance' incorporates but transcends the notion of '(urban) government' (UNDP 1997, TUGI 2004). Urban governance refers to the processes of urban direction-setting and implementation that incorporate the roles and responsibilities of government (the state), the private sector (the market) and civil society (the community), as well as the partnerships and conflicts amongst them (Bassett et al 2002). But dealing with the roles of the state, the market and the community means dealing with almost everything. Because so many interests are incorporated, many of the current wider conceptualisations of governance lose their meaning (TUGI 2004, UNDP 1997). This paper provides a preliminary structure for better understanding the elements of urban governance.

The paper is in three parts. The first part combines two conceptual approaches to develop a structure for modelling urban governance. One builds on the work of Pierre (1999), who uses participants, objectives, instruments and outcomes to derive four 'models of urban governance' that can exist in parallel even within the one organisation. The paper adds Rhodes' (1997) concern for network resources. The second approach is implied in the literature but rarely clearly articulated. Most approaches assume one dominant element from the triad of state, market or community. The paper explores the implications of such dominance; but then asks what roles the other two elements are likely to play (support? conflict? collaboration?). Thus, the paper develops preliminary models applying concerns about participants, objectives, instruments, resources and outcomes to state-dominated, market-dominated and community-dominated conceptualisations of urban governance.

The second part of the paper then grounds these conceptualisations in case studies derived from an investigation of the work of the Urban Renewal Task Force in Brisbane, Australia. The case studies address the overall master-planning of this substantial urban renewal initiative (state-domination), a major redevelopment project within it (market-domination) and the work of a local action group (community-domination).

Part three of the paper then identifies ways the models and the case studies can help in better understanding the relationships amongst the state, the market and the community in urban governance.

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Social Innovation in Governance and Community Development Towards an alternative model of innovation at the local level

This session introductory paper explains the theoretical framework for the analysis of social innovation in neighbourhood development. To this purpose, three dimensions of social innovation are mobilised:

- satisfaction of human needs that are not currently satisfied, either because "not yet" or because "no longer" perceived as important by either the market or the state (content/product dimension). The stress will be on the satisfaction of alienated basic needs, although it is admitted that these may vary among societies and communities;
- changes in social relations, especially with regard to governance, that enable the above satisfaction, but also increase the level of participation of all but especially deprived groups in society (process dimension);
- increase in the socio-political capability and access to resources needed to enhance rights to satisfaction of human needs and participation (empowerment dimension).

By use of elements from case-studies from the FP5 research project SINGOCOM - see website- it is examined what these dimensions mean for the analysis of the history of experiences of local development, the definition of innovative development strategies and the making of strategic choices for future urban development policy.

Three case-studies will detail the approach: one from Newcastle (S. Gonzalez / Vigar), one from Berlin (Gerometta/Longo) one from Napoli (Pde Muro).

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Transmunicipality Governance. Rescaling the Regime in Big Urban Agglomerations

The Ruhr is still one of Europe's largest urban agglomerations (6 Mio. inhabitants, 2000 sqkm, centered around four really big cities (each of it with round about 500 000 inhabitants), and administrated today by 16 independent municipalities. Resistance of the Prussian state, the Federal Republic of Germany and of the Province of Northrhine-Westphalia against any closer alliance of those municipalities has always been substantial. The history of this resistance is long and dirty.

Now in 2003-2004, an organizational reform is on the way, launched by the red-green majority in Northrhine-Westphalia, that opens radically opportunities for bilateral and multilateral collaboration between municipal buddies and creates a new regional political institution.

My paper will discuss critically the contents of this reform, referring to the theoretical frames of the rescaling debate for postfordist political regimes (Brenner and others). It will examine some new regional planning instruments related to this reform which allow extensive municipal participation and deliberation. I will characterize those instruments and the overall structure of the new institution "Regionalverband Ruhr (RVR)" as a regime of loose coupling and transmunicipal governance. I will refer to the theoretical debate about public governance as a strategy of political and administrative reform (OECD and others).

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Capabilities and community building: two cases of social innovation in Naples

We present two cases of social innovation against deprivation and social exclusion in Naples. The two cases have been studied within the SINGOCOM research project funded by EU.

The first case refers to the neighbourhood Quartieri Spagnoli, where a voluntary-based association started in the Seventies to fight the widespread human poverty by building capabilities of deprived citizens, especially women and their children. The initiative succeeded in activating basic functionings and awareness, thus the association became a reference for the inhabitants of the neighbourhood. In the Eighties and Nineties the association got the attention of public institutions and started new projects of neighbourhood development funded by central and local government, and EU.

The second case is located in Scampia, a peripheral neighbourhood, and started more recently. A network of civic associations is trying to build a "piazza" (square), that is a place where the local community can meet and live collective initiatives in order to (re)construct social relations, especially among young people, that are blocked and corrupted, on one side, by criminality and, on the other side, by a neglectful city planning. The civic network succeeded in enhancing local social capital and fighting social exclusion; furthermore, they developed a planning project for the "piazza". The use of ICTs had a relevant role in the community networking. Notwithstanding, local government has still not paid any tangible attention to those bottom-up initiatives in Scampia.

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Urban Development, Partnerships and Local Corporatism

In recent decades there have been major changes in the process of urban development in Western European countries; the roles played by central and local states have changed significantly and local partnerships have grown in importance. This paper begins with a review of the literature which analyses the relationships involved in contemporary urban development. It then describes the relationships involved in two case studies of urban development and suggests a new theoretical model which attempts to

explain how partnerships operating at local level are related to wider economic forces.

The literature review begins with an assessment of the extent to which a regulation approach can be applied to a local level (Jones 1997; Painter, 1995; Peck and Tickell, 1994;) and a critical examination of Harvey's conception of urban class alliances (Harvey, 1989). It then considers the relevance of the North American model of urban regimes to the context of Western Europe (John and Cole, 1998; Le Galès, 1995). Finally, it examines the literature which analyses partnerships in more detail (Heinz, 1994; Mackintosh, 1992; Ruegg, 1994).

The paper then describes the relationships in two case studies, one in Paris and one in London. It analyses the role of the local and central states, and their relationship to business, and assesses the extent and nature of partnerships involved in development. This analysis confirms the growing importance of partnership to the process of development and also indicates that these may be consolidated into longer term relationships with wider objectives.

The paper concludes by putting forward a model of an emerging local corporatism. In this model partnerships are seen as significant building blocks in wider, longer term alliances between the central and local state, and businesses operating at different geographical scales which determine the nature of local development. Agencies linked to the central or local state but with a significant degree of operational autonomy play an important mediating role in interactions with business interests. The role of the local populace in this model is relatively marginal; for local groups to influence the outcomes of development they must obtain the support of key local politicians.

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Reconciling participation and conflict management

Contrary to high expectations accompanying the recent emphasis on participatory approaches in Finnish planning legislation, land use conflicts remain a persistent phenomenon in local planning and decision-making processes. Especially growing urban regions and their widely accepted policy of "urban densification" generates land use conflicts. Based on an ongoing research project "Land Use Conflicts and Conflict Management in Urban Planning" (funded by the Finnish Ministry of Environment), the paper presents both empirical and theoretical perspectives to land use conflicts and their management.

First, the paper presents findings from a survey for urban planners and other stakeholders addressing 1) what kinds of conflicts the respondents had

encountered; 2) what causes and consequences were attributed to the conflicts; and 3) what practices have been used / should be used to manage conflict situations. Based on these findings, the Finnish "conflict landscape" and predominant ways of understanding and dealing with conflicts are summarized.

Based on the findings, it seems that the need to improve communication in planning processes is well acknowledged in Finland, but the broader more systemic considerations (e.g. relationship between planning and decision-making) that are crucial for conflict management and resolution, are often neglected. It is argued that both micro- and macro perspectives, i.e. interaction in the planning process and its institutional/systemic context, need to be better integrated for fair participation and effective conflict management. This means that participation and conflict management concern not only planning but, more broadly, patterns of local governance and political culture.

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Improving Governance In Megaprojects: The Case of Large-Scale Transport Infrastructures

The paper reviews recent literature on the planning of large-scale transport infrastructures, with particular attention to the question of risk and uncertainty due to environmental and public participation issues. It compares supposed best practice examples (Fehmarn Belt, World Trade Center Reconstruction) with recent failures, especially as far as excessive cost-overruns are concerned (e.g. Frankfurt-Cologne high-speed rail line). The central question of the paper is whether early and full-scale public participation procedures and/or particular governance structures do make a difference in planning outcomes and more specifically: exactly which kind of involvement from which kinds of stakeholders is required to significantly improve the outcomes of transport megaproject planning.

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Cultural production and the urban governance of Milan: the role of the Scala in urban regeneration processes.

Recently several European planning debates were focused on the relations between culture, urban planning and urban governance (e.g. the 2003 post-AESOP/ACSP-Conference "The Future of Deindustrializing Regions" in Dortmund, Germany, and the 2002 Symposium "Creativity, Culture and

Urban Development" in Menaggio, Italy). This speech proposes an exploration of these themes through the interpretation of the spatial evolution of the Scala production system in Milan.

"Alla Scala"; Theater is probably the best known symbol of Milan and of Italian lyrical music. Between 2002 and 2004 its historical seat, in the very center of the city, has been closed for restoration. During this period performances are being held in the Arcimboldi Theater, which was built for this purpose through the public-private partnership between Scala, the City Council and Pirelli Group. In the past decades the City Council has supported the Scala's production assuring several additional spaces, distributed throughout the metropolitan area, in the city center as well as on the outskirts of Milan. This process interacted with other urban and cultural policies and has pushed the Scala to participate in urban projects as a governance actor (Balducci, 2000).

The future of this production system, including the new Arcimboldi Theater and the historical one, is uncertain and critical. The interpretation of the whole production system could be an innovation (Palermo, 2001) for urban regeneration projects lead by a public-private coalition related to cultural activities (Landry, 2000).

The interpretation of the Scala production system and the cultural-urban policies that implemented and support it is relevant for planning for two reasons. On one hand we can observe the structural outcome of a long-term interaction between the city of Milan and an important part of its culture. On the other we may foresee an innovative scenario for urban regeneration policies being lead by actors related to cultural production.

My approach integrates spatial issues through multiscale urban analysis of the system placements, as well as social issues through policy analysis of the governance processes the Scala has participated in.

The speech is drawn from a field research with a deep multidisciplinary characterization, based on interviews, documentary research, on-the-spot investigation and mapping.

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Public participation in urban contexts: the Urban Centers as (uncertain) opportunities

Within the disciplinary debate of planning and urban policies the issue of public participation is often approached under the perspectives of democracy and the effectiveness of actions.

Besides looking into these aspects it is also particularly interesting to consider the theme of public participation within the frame of policy analysis: planning and decisional processes within society can be regarded only as the result of -intentional and non intentional- interactions among a

multiplicity of actors, interests and resources. Many diverse and interrelated experiences and frames play a role within the construction of shared representations of reality and actors apply their different "knowledge systems" to action processes, in which therefore there is a combination and reciprocal influence of expert, ordinary and interactive knowledges. It is necessary to consider, however, that plural action does not always mean collective action, since the conditions for convergence are uncertain and only contingent, possible but not sure. Moreover, considering that interaction is often non-intentional, public participation experiences can be interpreted as attempts towards the construction of shared images of reality and public good. Places where interaction and public participation can create positive (pre)conditions for the joint treatment of planning and urban issues are the Urban Centers, structures that in American and European cities have been created with the explicit aims of communicating urban policies, projects and transformations and offering debate and reflection opportunities on these issues also to "non-expert" actors. The trigger and development of interactive processes within and around this particular kind of institutions can produce important –even if often non-intentional- opportunities to create spaces of wider debate including citizens and non-expert knowledges, (new) ways of networking and circulating actors, problems, solutions and opportunities. Starting from some studies on the functioning of Urban Centers and in particular from my personal experience as a consultant of the Urban Center in Milano, the paper will draw some reflections –in relation to the wider theme of public participation- on the characteristics of these privileged places of interaction, on their different degrees of consciousness, ways of action and effects on urban debate.

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A critical reflexion on Public Participation taking the example of the "Nord" department

Various experiments involving public participation have been staged in the "Nord" department for thirty years. The most emblematical among them being the industrial area (ZUP) of Grande-Synthe or the Alma railway station in Roubaix. However, two local action groups, GAM (Groupes d'action municipale) were also set up in 1977 in Hargnies or Ferrière-la-Grande. In Lille or elsewhere, neighbourhood committees or additional town councils were created along the lines of Hubert Dubedouts's policy in Grenoble.

Using these examples, sometimes epoch-making events, the analysis of ADELS (Association for Democracy, Social and Local Education) publications (Correspondance municipale and Territoire) and also the political or professional itineraries of actors and witnesses, we intend to give a critical reflexion on Public Participation and the current practices. Has Public participation become, for those who have been elected and seek to ever more

"proximity" with local life and inhabitants, the "politically correct" and professionally guided version of the Selfgoverning utopia of the seventies?

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Active citizenship: residents' associations and neighbourhood development

In Irish Society as elsewhere there is a growing interest in the role of civil society and the potential to create deeper and more embedded democratic culture and practice. In Ireland the development and strengthening of the organisations of civil society, particularly voluntary and community groups, is considered to be of importance and has been given credence by the publication of a government white paper on Voluntary and Community Activity by the Irish Government (Government of Ireland, 2000). The hypothesis of the research on which this paper is based is that residents' associations are one of the few ways that private neighbourhoods organize at a local level, interact collectively with the state while also providing a forum for community development and neighbourhood identification.

Based on interviews with residents' association committee members, the paper explores the extent to which residents' associations in two areas of Dublin act as a focus for the organization of civil society at local level. It explores the nature of residents' association interaction with the system of local governance, particularly in relation to the planning system, the benefits of residents' associations to an area and some of the difficulties associated with volunteering and community activity. The work is of interest to planning as it illustrates the manner in which residents associations are often at their most active when they interact with the planning system. The paper also critically explores the extent to which this type of voluntary organization can contribute to the creation of social capital at neighbourhood level.

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**Strategic thought and governance approaches to urban planning:
continuity and questions**

There is a line of continuity to be seen between theoretical argumentations on strategic thinking in planning and the governance approach, which lies in their positioning on the fine line between institutionalised and structured planning field and the wider sphere of planning. A lot of elements and

dimensions effectively introduced in planning discourses in recent years derive from such “borderline” experiences, but nevertheless it is difficult to distinguish effective and durable modifications within planners approaches and actions. The gap between theoretical argumentations and practice seems in this case to be wider than usual and the development of innovative way of action appears in most cases to be project- or policy-driven and generally shows some lack of far-sightedness. The topic appears altogether of importance both for theoretical argumentation and planning practice, because the results of recent practices deeply affect the meaning of what is traditionally understood as public sphere, the definitions and limits of planning action (and therefore redefines the role – and the skills and knowledge – of the planner) and – last but not least – the shape and structure of our cities.

The paper starts from reconstructing a path of continuity within theoretical contributions on strategy and strategic approaches in planning and the governance turn, mostly through literature. After building a synthetic frame concerning this supposed continuity, it proceeds in examining a few case studies in Europe – within urban and metropolitan areas - which seem to prove the initial hypothesis. More than answers, the paper points at developing “right questions” for the future, capable of developing “new glasses” through which look at the existing processes and imprint new effective behaviours.

Most of the elements for argumentation within the first - theoretical - part come from more or less recent literature concerning strategic thinking, participation, interactive approaches and governance in planning; while the data relating to the case studies recalled in the second part derive from official documents, formal and informal papers, interviews with local actors or are the result of direct investigation.

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Reinventing governance in Cosenza Urban Area (South Italy) through the European structural funds programming

The Cosenza Urban Area contains 250,000 inhabitants. This urban concentration in River Crati Valley (Region Calabria, South Italy) clustered around the two major centres, Cosenza and Rende, has now fused into a single urban core stretching from the historic centre of Cosenza to the University in Rende. The programming of the European Structural Funds for 2000-2006 could become an innovative model for public initiatives. The Urban Development Programme (PSU) for Cosenza-Rende and the Integrated Territorial Project (PIT) for Cosenza, Rende and 14 other hinterland councils are the most advanced experiments so far in using a joint approach to local development. The PSU focuses on four priorities: a) to re-

enforce the integration between the two towns; b) to resolve the crisis in the city's transport system; c) to regenerate the run-down areas through an integrated strategy; d) to improve the attraction of the Urban Area as university town. The PIT proposes an exciting strategy to tackle the evolving problems of the Area. It focuses on social policy, artistic restoration and the promotion of local industries (for example, through strengthening the connection between local businesses and the university).

The projects have the virtue of promoting a partnership plan at institutional level between the mayors, local actors and the University, which has taken on the role of constructing a public project for local development. The multiple construction of policies on an inter-council basis is the crucial theme by both the PSU and the PIT. For its characteristics as a paradigm and as a multidimensional, multi-resourced and multi-sector tool, the action envisaged by the PSU and PIT is based on practical contracts, partnerships, strategic guidelines and management of institutional guidelines. The construction of a local project requires not just a break from traditional ways of planning but also a new language and semantics to describe the city. Rather than abstract and institutions formulas, there is a need for an approach which is both strategic and pragmatic.

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Representing Metropolitan Governance Networks

The paper refers to the first results of the research project, "Social Capital, Governance Networks and Innovation in Metro-Level Policies", coordinated by Prof. Bruno Dente of the Department of Architecture and Planning of the Politecnico di Milano. The research project is aimed to offer a better understanding of the relationship between changes in metropolitan government and governance, innovative performance of four Italian metropolitan areas (Turin, Milan, Florence, Naples) in the '90 and stock and dynamics of social capital.

The project examines factors that could explain differences in innovative performances of metropolitan areas (i.e. effectiveness in treating metropolitan problems through public policies) in a comparative perspective. The research will test two main hypotheses:

1. Innovation is linked to complexity of policy networks and governance patterns;

2. Governance patterns are linked to social capital stock and dynamics.

These hypothesis will be tested through a research programme aimed at:

1. empirically analysing the performance (in terms of effectiveness and responsiveness) and the innovation rate (both in institutional "products" such as goods and services for the community, and in institutional "processes",

- such as the building of new organisational patterns) in the Italian metropolitan areas considered;
2. finding indicators and proxies of stock and dynamic of immaterial capital and evaluating such indicators in the different metropolitan contexts;
 3. building a preliminary frame of the governance processes in the examined contexts, in order to select the urban policy processes to be further investigated through a "decisional approach";
 4. building a frame of governance processes in the different metropolitan contexts based on variables such policy network density and complexity;
 5. looking for logical relationships among such general frame (the network of networks), the innovation rate and the indicators of social capital stock and dynamics
 6. suggesting operative guidelines to shape metropolitan governance practices through innovative institutional design. The paper here submitted will regard particularly point 3 and 4 of the research programme.
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Alexandroupolis (Greece) is a town of one century history, multicultural, city of the refugees but, it has a European and cosmopolitan profile.

Its fast development has like consequence the particular shape of urban fabric and the habitat.

In spite of its frontier geographical site the political and economic elements in the construction industry are secondary compared to its profile demographic and cultural which have influence its urban development.

The districts present homogeneity in the functionality and the construction of the habitat but they are autonomous, different between-they and the inhabitants personalize them. The imitation has to leave 1922 and the "modernism" of the habitat has to leave 1960 influence the mechanisms of functionalities of the city. The limits of the pieces of the habitat of the classes average-rich person and semi-collective of the workmen are clear, while the habitat of the refugees, the poor or middle class present many intermediate spaces of transition between the habitat and space public-street.

In the article present one gives the evolutionarily of this habitat characteristic of the peripheral districts as well as the urban mechanism to the level of space the small island. The social elements of the city seriously influenced its structure in the notion of the habitat and town planning.

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Architecture, Banal Nationalism and Re-Territorialization in the Governance of Europe

In this paper I argue that the process of negotiation and debate over the form and function of major new architectural projects within the European Union reveals an attempt by territorial elites to 'renarrate their nations' at a time when sovereignty in Europe is being rebundled (Anderson 1996) or re-regulated. A number of interventions by geographers and urbanists have drawn out historically sensitive stories from the debates and controversies surrounding such major symbolic interventions. Pred (1995), for example, suggests that the Globe Arena in Stockholm is but one of a series of self-conscious interventions in Swedish society by indigenous political elites nervous of their society's 'place in the world'. Jacobs (1995) has exposed how debates over symbolic architectural projects reveal the unease of elites in the City of London in a post-colonial era. Kearns (1993), meanwhile, notes how Francois Mitterrand used the fabric of Paris and state performance to rescript and recentre the French nation's history in the contemporary world. To understand these process further, I wish to theorise the argument by employing Billig's (1995) conception of 'banal nationalism', which notes the pervasiveness of nationalism as an ideology through everyday life, and not just where it is expressed through the 'hot' flag-waving or xenophobia of particular groups. I suggest that architecture is one of the principal vehicles of this 'banal' expression of identity, yet wish to go beyond this to argue that other aspects of reterritorialisation – economic globalisation, the rebundling of sovereignties in contemporary Europe, and a growing nervousness of nation-state identifying elites - pervade the initiation, negotiation and design of new 'megaprojects'. I wish to explore this idea by considering one example of an urban development project: the (unbuilt) Welsh Opera House in Cardiff Bay.

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Governance in city planning - the case of Tromsø

The point of departure is the growing ideas of urbanism in city planning in many Norwegian cities, first of all in Oslo, but you can even find them in Tromsø. Tromsø has been facing a growth in the population the last 20 years of 2% a year. That means that the city is changing and that planning for growth, or managing growth is needed. A new city plan has been developed, based on "urban" ideas expressed in design, in higher density, in

higher flexibility and in concepts like “transformation zones”, which indicates that these areas are to be developed in the face of the future, not to be restricted by old ideas for city development. One consequence of this is that large areas of the city in these transformation zones are left to the market. So, city planning in Norway is changing towards more market and less plan, at least in the old way. This is the context for my research interests, not the subject in itself. My research interests is more focused on the lack of democracy in these planning processes. This process of change has been defined by the planners, the politicians and the market. The planning process has partly been a technocratic process, partly in collaboration with developers and landowners about special districts of the city. There has been no organized public participation in the planning process, except for the standard hearing procedures. This has led to protests, to public meetings, not initiated by the planning administration, but by civil initiators, and in a public debate in the local newspapers, in cafes and other public spaces. Main questions are: How do the planning administration legitimate the planning process to the public? How do they deal with the massive public protests? Does it influence and change the planning process in any way? Are new forms of more communicative planning practises developing as a consequence?

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Fundamentally contrasting actor perspectives: Mapping beliefs in waste infrastructure planning

In communicative planning theory the existence of structural differences in thoughts among stakeholders is crucial: proponents (Innes 1996) as well as critics (Phelps & Tewdwr-Jones 2000) assume that stakeholders hold strong differences of thought. This paper investigates whether contrasting views exist and what the fundamental differences are. It reports a study on place making, based on an embedded multiple cases research that was designed to investigate attitudes of neighbouring residents, decision-making processes, and policy beliefs of key actors. The beliefs of actors involved in six siting decisions about waste infrastructure were analysed to help identify actor coalitions. The beliefs were identified and classified by using Q methodology and cultural theory.

Three principal components of thoughts could be clearly identified. The most salient contrasts in beliefs about spatial and environmental planning concern the way the process is managed. For example, they reflect fundamental assumptions about the possibilities for reaching consensus. The study revealed that core beliefs about choices in environmental policy and waste management are connected with beliefs about the nature of spatial planning

and also with the perspective of how planning has to take place. This concerns issues of openness of arena's and of processes, and eventually the conditions for stakeholder participation.

The contrasts mainly concern issues of scale linked to competences regarding decision-making. The belief system of dominating actors is mainly hierarchic, combined with a technocratic approach to waste management. The belief systems directed at waste reduction also deviated in with respect to the need of involving different relevant stakeholders including local residents in the process. The decision-making study revealed that the hierarchical approach was far from effective, as the successful cases were all opened up more or less during the process. In all cases dominant actor coalitions stuck to their approach, nothing was built in the end. However, the current trend in planning is that it is increasingly framed in terms of larger scales. The reliance on hierarchic planning fits the authoritarian bias that emerges in such rescaling processes (Wolsink, 2003, Swyngedouw, 2000).

TRACK 4 : **Local and Regional Economic Development**

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TRACK 4 :

Local and Regional Economic Development

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Political Economy and Rural development

Political economy is a part of economic science that discusses the relation between economics and politics, specially the role of power in decision making .The subject of political economy is the study of social and institutionalized processes , through which given economically and politically influential classes control the allocation of rare productive resources and thus secure their own benefits.

In a rural society , social and political influential groups control the productive resources of society and organize the developmental processes according to their own benefits.

This paper, which is based on data that have been collected from field study of the rural area of " Galehnoo " in sistan, south east of Iran, surveys the implementation of processes of rural development plans in recent 60 years and shows that in spite of implementation of some development plans from above, social influential gropes have allocated the rare resources to themselves via social processes. Sometimes these resources are agricultural lands and sometimes they are employment opportunities (Governmental official & political jobs) and state subsidies (loans, agricultural input , and educational opportunities) . Such influential classes have always kept the social hierarchy unchangeable , thus preventing the development of rural society . As a result, the rural society suffers from underdevelopment of living space (housing), employment opportunities , social well being , and extension of social justice.

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Institutional leadership in regional planning and development

In this paper I shall discuss the need for institutional leadership in regional planning and development processes. I define institutional leadership as to bring the fundamental values that the existence of the region as an institution is based on in to the regional planning and development process. I regard this process as political will forming activities that can contribute to the

legitimizing of municipalities, counties and other regions as political actors. We know that this is a very complex process that includes operative, tactical, strategical and institutional planning in a blend of top down and bottom up policy. The planners will as process leaders have different roles to play in this process, but in this paper I shall concentrate on the institutional leadership role. My hypotheses are that regions with lack of institutional leadership tend to take their existence as granted, to have an unclear mission, to have unsolved value conflicts, and to tend to have an unstable practice.

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The New Israeli Work Environment -CBD Office Towers V. Edge City Knowledge Parks: The Case of Metro-Haifa

The purpose of the study is to locate, identify and quantify the components of demand (firms and industries housed in offices) and the components of supply (new buildings and office sites) of the new Israeli work-environment, which is becoming predominantly knowledge-based. Along the research I focus on Office and Hi-Tech Real Estate in Greater Haifa. The major research questions are: where within the Haifa metropolitan region, does office and knowledge industry real estate get built? What kind of firms and industries occupy such real estate? Is there a spatial separation between "pure office" and "pure hi-tech" real estate?

The research is particularly relevant to the current economic situation in Israel, since the country is shifting rapidly from a traditional industrial economy towards a knowledge-based and service intensive economy. Concurrently, the urban environment is changing from predominantly mono-centric to a polycentric urban form.

The research makes a scientific contribution and a practical contribution. The scientific contribution is the exploration of the "edge city phenomenon", uncovering its existence and identifying its main characteristics. The practical contribution relates to the various urban negative externalities caused by extreme separation of work from home: traffic congestion, air and water pollution and the growing reliance on the private car. By revealing the location preferences of firms and business managers, we can design and propose various policies aimed at reducing such negative externalities.

Findings are based on 130 questioners and interviews of high-ranking executives and decision makers (tenants demand side) and 40 landlords (supply side), in Greater Haifa. The statistical analysis includes parametric and non-parametric methods

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The end of the "Rheinischer Kapitalismus" and the future of local/regional economic development strategies in the Rhine-Ruhr Area and the economic, financial and social results of the ongoing demolition of the welfare state and the budget cuts.

The winter of 2003/04 will be remembered as the definite end of the "Rheinischer Kapitalismus" in Germany. Big steps have been and will be taken in the field of the deconstruction of the social systems and the welfare state. Again, regions with high unemployment rates will loose large amounts of effective demand. Probably, the combination of this approach with the effects of the EU-Stability and Growth Pact procedure will not reduce the public budget deficits. Contrary, especially in Germany, the public budget deficits are 'exploding' on all levels (federal, federal states and local), but also in many other countries of the Eurozone. Additionally the EU-Agenda 2007-2013 will reduce regional funds budgets (objective2) in Western Europe substantially or completely. Thus, the regional and local economic development approach of developing the existing and new technology clusters in the metropolitan cores of the old industrial areas will be continued, but on a fundamental lower level. A realistic case scenario expects unemployment rates for cities like Dortmund, Essen, Duisburg of around 15% for another decade and even for Düsseldorf and Cologne unemployment rates above 10%. Many depressed districts of these cities and regions even suffer unemployment rates of thirty or more percent.

Local economic development projects like the dortmund-project need a substantial macroeconomic push for becoming a success story. If the economic policy described above fails to generate this push, what will be the perspective of those cities and regions? Will there exist options of a local economic strategy (like URBAN II) or do we need an alternative multilevel economic approach like the proposals of the European Economists for an Alternative Economic Policy in Europe (see www.memo-europe.uni-bremen.de), who presented proposals to tackle the problems of the macroeconomic environment of the regional development strategies.

In my paper I will describe the situation of the divided cities in the Rhine-Ruhr-Area and the economic, financial and social results of the ongoing demolition of the welfare state and the budget cuts. Finally a short framework of the alternative approach which was mentioned above will be presented.

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Alternative Governance Structures and Environmental Regulation for Port Development

In the last two decades, there have been major technological and institutional changes at the global level in the management of ports (Chlomoudis and Pallis 2002). In response, the contemporary approach of port authorities towards port development and management has been marked by actively seeking out investment, greater cooperation and coordination with the private maritime sector and the development of core competencies. Collaborations with the private sector for raising infrastructure capital and implementing projects have become common not only in transition and developing economies, but also even in ports in developed nations (Notteboom and Winkelmanns 2001). At the same time concern has been expressed regarding the environmental impact of port expansion projects and the difficulties in imposing and implementing environmental regulation in the face of increasing privatization (European Commission 1998; Kamieniecki et al. 1999). We may also introduce the question of lessening accountability of privatized port management to local stakeholders who are affected by increase in pollution and other environmental hazards due to port expansion. Can we then theorise that a principle-agent relationship between citizens and public bodies would lead to greater accountability and regulatory capacities in projects where there is greater public sector involvement? Are infrastructure projects initiated and managed by public private partnerships and public bodies subjected to greater environmental regulatory control over the environmental quality of a port as compared to those undertaken by private organizations?

We examine these questions by comparing different cases of privatized port development authorities, public private partnerships and public port authorities within Southern Europe. Comparative analysis would be performed on six representative case studies selected from the region, within a new institutional theoretical framework (Williamson 1996). We hypothesize here that the choice of public-private and public organization structures over private ownership and management would lead to significant differences in the presence of institutional mechanisms for environmental regulation in projects. We also argue that a proactive role played by the public sector within governance structures (ownership/management) would lead to greater articulation of environmental concerns and better environmental regulatory regimes within the implementation and management of port development projects.

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The new mechanism of programming and implementing regional policy in Poland in its first years as member of the European Union

Poland's imminent accession to the European Union has made it necessary to work out new rules of programming and implementing regional policy consistent with the EU standards. The changes in the implementation of the new model of regional policy can be divided into two periods. The first (2000-2003) started with the coming into operation of the Principles of Regional Development Support Act on 12 May 2000 and was devoted to the working out of the new model of programming and implementing regional policy that the Act demanded. The other period (2004-2006) marks the beginning of Poland's membership of the EU, and hence the necessity of preparing further strategic documents and a full adjustment of Polish regional policy to the EU standards. The basic document required by the EU that defines Poland's socio-economic strategy in the first years of its membership is The National Development Plan, 2004-2006 (NDP). It has been drawn up on the basis of directives put forward in the EU Council Regulation No 1260 of 21 June 1999 (1260/99/WE) introducing general rules of operation of the Structural Funds, and provides a basis for negotiating by Poland of a Community Support Framework (CSF) for the first two years of membership. NDP implementation rests on six operational programmes. One of them is The Integrated Operational Programme of Regional Development (IOPRD), which defines priorities, directions, and means earmarked for the implementation of the state's regional policy and coming partly from the Structural Funds.

The aim of the present paper is to describe the mechanism of programming and implementing the state's regional policy during Poland's first years in the European Union, as defined by The Integrated Operational Programme of Regional Development, 2004-2006. Special attention is paid to the anticipated effects of the Programme on development processes, differences in the goals on which the expected means from the Structural Funds are going to be spent, their amount, and ways of co-ordinating and implementing structural assistance throughout the Programme period.

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Local Economic Development Practice in France : Retrospect and Prospects

During the last decades, public efforts to foster local economic development have become an important part of the activity of local authorities all over Europe (Stöhr, 1990). In France, the decentralisation laws of the 1980s provided autonomy but also new responsibilities to local French authorities (communes, départements, régions...). Specialised bodies and tools have been set up to foster entrepreneurship, economic growth and hopefully local development.

This paper argues that local economic development is a well-established practice but has several limits and shortcomings. In a first section, the institutional system that was set up in the early 1980s is briefly presented. Beyond territorial competition between large cities, we show that the autonomy of local authorities that may intervene on the same territory leads to a "supply policy" which does not always meet the needs of the firms (section 1). As many hopes are placed in institutional changes, an analysis of recent trends is proposed (section 2). The new intercommunal bodies that were created in the last five years (143 communautés d'agglomération and a few communautés urbaines) have consistent competences and resources, but have most of the time a tiny perimeter and no democratic legitimacy. Such bodies are not reinforced by the forthcoming decentralisation laws proposed by the current government, which has difficulties to clarify the competencies of the various local authorities in many domains.

To end, local development practices need to be assessed in the background of current social and economic dynamics (section 3). Economic development seems challenged by new preoccupations of the population, like the protection of the environment. Also, the insertion of local economies in european and international exchanges bears risks for local authorities that help firms (and not only big firms) to invest and set up plants.

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Participation of economic actors, urban regeneration coalitions, economic interest and political conditions.

Research question : This paper looks at the involvement of economic actors in coalitions contributing to urban regeneration processes in post-industrial societies. In this context, some elements of the approach of the theory of

urban regimes can be identified in the establishment of such urban coalitions. The efforts of political actors to involve economic actors in these coalitions can produce an informal, but stable group of actors having access to the institutional resorts necessary to play a sustainable role in the decisional local sphere, i.e. an urban regime. However, such result depends on the response of economic actors, which is linked to their motivations and to the political environment. Though the motivations of economic actors to participate in urban coalitions are more or less clear and can be retraced to their dependence on local factors, the political conditions that may limit this involvement are less evident. The analysis of these conditions constitutes the topic of this paper.

Methodology : The paper is based on qualitative analysis of data and information gathered through semi-structured interviews with local authorities, political actors, civil servants of the planning and economic development services at the municipal and regional government level, and actors from the local business sector and its representative organization. Three case studies are developed to describe the experiences of urban regeneration coalitions in ex-industrial areas of Northern Milan, North of Paris and West of Naples.

Key Finding : The development of urban regeneration coalitions has been driven by a combination of two main factors : the interest of economic actors in the urban regeneration affairs and the political conditions linked to the reliability of the political sphere. This reliability is determined by the behavior of the political actors and the historical relationships between the political and economic actors. Future assessments of urban regeneration coalitions should incorporate this common denominator in order to gain a clearer understanding of how this factor operates in planning policies.

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Prospering small towns in rural areas?

An urban-rural shift in economic activity and population has been noted in advanced economies since the 1960s but it is widely assumed in rural policy debates in Britain that rural areas are suffering severe economic problems and that the economies of small towns are threatened because they have lost their economic role. This paper sets out to dispel some common myths about rural areas by answering a series of questions. First, how well are small towns and their rural hinterlands performing in relation to other parts of the country? And is this performance indicative of a significant rural problem? Second, why does the performance of small towns and their hinterlands vary? Is it a function of 'traditional' economic factors or are less tangible 'institutional' and 'quality of life' factors important?

The paper is based on research which used a "case control" research strategy to assess the factors associated with economic development performance in 369 small towns in "remote rural", "heritage coastal", and "accessible amenity areas" in England and Wales in the 1990s and 24 case studies of towns conducted for the Welsh Assembly Government.

The issue of local economic development is central to current policy debates about the planning of rural areas in Britain and has important implications for the debate about the ESDP and polynuclear development.

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Roots and Foots of SMEs Networks. A two-way path from the Italian Veneto Region to the Romanian Western Region

The cases of large multinational companies plants in countries with lowest prices for resources and labour are well known. But also single firms or group of SMEs from the Italian industrial districts have branches in cheapest and deregulated, areas. On one hand, these countries need productive activities and inputs to sustain their development. On the other hand, there is a complex interdependency between a local development process – as the birth of an industrial district is -, the territorial framework and the spatial, social and economic evolutions. The case of Veneto region, in the Northeast of Italy, is a perfect example in the field: a network of small and medium enterprises spread out in the territory, profit interests shared with the local society... The local productive systems are linked with the local society "by natural case" and this linkages regulate the strong economic regional growth and the light regional planning. After twenty years of economic success, the logic of the economic production fed up on a local extensive growth and consume of the local environment; it saturated any space, and it reduced the propelling development resources. The rate of unemployment is lower than 4% - about 2% for male - and the demographic growth rate is static. There is a new quality query, proper of a richest society, and a new consciousness of the local resources limit is increasing. The immigration of new employees and the internationalisation of the productive process, towards the Western Romanian Region particularly, are exogenous-based answers. Some surveys found over 4.000 firms from Veneto located in the Western region of Romania. When a "local" system internationalises or de-localises some of its elements it obviously changes. These processes started without any plan, but require now structures, selected goals and shared strategies. Productive internationalisation processes could be latterly the cores of a strategic regional planning approach. Short-term profit answers and long term development perspectives face up one to each other.

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Microbusinesses in the Texas-Mexico Border Region; Potential for Sustainable Economic Development?

Economic activity is an important element for the long-term goal of sustainable/ healthy communities. The need to create and maintain local businesses is recognized as a key element to ensure vital communities. Lack of these activities usually result on a process of community deterioration and the consequent fall in land and property values. The contribution of small and micro businesses to economic and community development is especially relevant in low-income neighborhoods and in areas with concentration of racial and/or ethnic minorities.

One of the most commonly proposed policies to address the poverty problem in the short run has been the promotion of microbusinesses. Proponents have maintained that "self employment provides a route out of poverty and an alternative to unemployment or discrimination in the labor market" (Fairlie, 2001). Referring specifically to marginalized ethnic and/or racial groups in the United States, Glazer and Moynihan (1970) argue that "business in America is the most effective form of social mobility for those who meet prejudice" Besides, there has been especial emphasis on those businesses run by women as they are seen as positive tools promoting an increase in family income and community economic development.

This paper will address the role microbusinesses have in low income communities along the Texas (US) / Mexico border. It is the result of a research on microbusiness in colonias around Laredo (Webb County) and Weslaco (Hidalgo County), two Texas cities (counties) on the border with Mexico. The research involved surveys applied to microbusiness owners on selected colonias as well as focuss groups targeting specific self-employed individuals in these locations. This empirical research aims at having a better understanding on how microbusinesses are performing, and how and to what extent they contribute to community and economic development. Gender and ethnicity are relevant variables in the research. This research was part of a post-doctoral research grant received by Dr. Giusti from the US Department of Housing and Urban Development. The research is about to finish in November 2003 and first results are being processed now.

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Territorial Competition and Institutional Dynamics in Property Markets

During the 1990s territorial competition emerged on the European political and research agenda. Globalization processes and the deregulation of the central welfare state have conditioned a competitive environment in which both firms and (local) states operate. This led to the abandonment of the classical political economy and its distinction between the nation state and the market in the study on how territories are being governed in industrial societies. In the new political economy, territories are being studied with the concept of governance which rejects the classical dichotomy between structure and agency. Both structure and agency are in continuous interaction, producing institutional dynamics. As an entrepreneurial form of territorial governance, territorial competition is aimed at promoting the urban region as a location for economic activity. As a geopolitical strategy, territorial competition is aimed at keeping in and capturing highly mobile production factors and capital resources within enlarged spaces such as metropolitan areas (Cheshire and Gordon, 1995). In order to do this effectively, the strategic response is to change the territorial structure of provision to correspond with the new realities in which large urbanized areas are operating. A structure of provision (Ball, 1983) can be defined as a network of social relationships, institutions, associated with the provision of particular types of buildings and services at specific points in time and space: the institutional structure of land and real estate markets. Though it seems clear that land and real estate markets will influence urban competitiveness directly through the provision of suitable accommodation for economic activity and indirectly through its cumulative contribution to the built environment, the role of the market in property rights in the urban development process has largely been ignored or it has been regarded as relatively unproblematic by European planners (D'Arcy and Keogh, 1999). The central thesis of the paper is: city-regions that change their structure of provision, do so in order to improve their competitiveness. The structure of provision approach allows us to investigate how and why territorial governance structures are or can be changed by agents responsible for economic development and urban regional management in a cross-national context.

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Clusters, Knowledge Spillovers and the South Yorkshire Objective 1 Programme

Recent work on clusters has suggested they are the basis for a successful regional economy [Porter, 2003]. As a result policymakers have taken a keen interest in clusters, viewing them as something of a panacea, ensuring they have become a central policy tool in regional development strategies [Martin & Sunley, 2003]. The regional regeneration programme underway in South Yorkshire, as part of the Objective 1 Programme, is no exception; the main focus of the regeneration strategy is the focus on regional clusters and targeting investment towards these firms. The focus of this paper is on one of these clusters, the Advanced Manufacturing and Metals (AMM) cluster.

One of the key advantages of geographical clustering is that it facilitates knowledge spillovers between firms [Audretsch and Feldman, 1996]. However, in policymaking circles, this is, in the main, assumed to be the case; thus policy in South Yorkshire is not directed towards encouraging spillovers but expanding the amount of premises available to firms to encourage expansion and the relocation of outside firms. This course of action assumes they will be able to tap into the advantages of the cluster.

This paper, therefore, examines the existence of knowledge spillovers within the South Yorkshire AMM cluster with a focus on small firms (<25 employees). Based on the results of interviews with 50 firms and approximately 20 associated institutions this paper assesses the existence of knowledge spillovers, the mechanisms through which they travel and the role of regional institutions in creating knowledge and its dissemination. Thus, the implications for the economic development of the region will be assessed and the implications for cluster based regeneration policies will be examined.

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The Interface of Globalisation and Peripheral land in developing countries: implications for local economic development and urban governance

Globalisation is a complex and multidimensional process. It is shaped by a multitude of cultural, economic, political and technological interdependencies enacted at the international, regional and local levels. As such there are many different approaches to the study of globalisation and its impact on cities as the core spatial medium of the world economy. A major strand of this work has focused on structural shifts within global capitalism and resultant adjustment of the urban milieu in line with the location requirements of transnational companies. The emphasis on capital mobility and TNC requirements has tended to neglect an important consequence of the globalisation process in terms of the contested claims on urban space. This is perhaps most visible between the conflicting requirements of global capital using the city as an organisational commodity and the disadvantaged urban populations struggling for recognition and entitlement to the city. Recognition of conflicting interests, however, should not negate the existence of opportunities for economic consolidation and advancement for disadvantaged groups as a result of the globalisation process. In many cities of poor countries, like Bangalore (India's main IT centre), urban economies are constituted by small firm based local economies, including those as a spin off of larger companies. These relatively pro-poor economies compete with the larger global firms to influence public interventions that regulate land and the provision of infrastructure and public services.

In this regard contested claims to, and induced adjustments in, peripheral urban areas in developing countries have major implications on local economic development and urban governance. Utilising the case study of Bangalore this paper provides a vehicle for discussion highlighting emerging areas of concern and opportunity that have been thus far relatively neglected in the broader literature. As such opening up new areas for urban research and policy considerations.

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Strategic management of local and regional development – Polish experiences

Strategic management of local and regional development has appeared as a result of a search for new methods of managing territorial units development. It has been taken over by the public sector from the private one, where it proved to be a successful way of spurring the development of an organisation. The methods and procedures of moving from the planning stage to the implementation stage of strategic management have been well developed in Western countries. Poland has 12 years of experiences in using the development strategy as an instrument of strategic management. Looking at Polish experiences it can be claimed that the efficiency of

development strategies in terms of managing local and regional development is limited. For there has been no transition from the planning stage to the operational management stage. A high level of variability of socio-economic processes as well as of the conditions in broadly understood environment (both national and international) result in negating the usefulness of strategic management for stimulating local and regional development by theoreticians and practitioners alike. This paper attempts to identify the internal and external conditions necessary for improving the effectiveness of using the development strategy as an instrument of managing the development of territorial units. In order to achieve this the author has used the results of his research on using the development strategies for managing local and regional development in Poland and has analysed the western literature dealing with this subject.

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Territorialization of the economic policy of the Grand Lyon (France)

I propose to analyse the benefits and limits of territorialized public action in economics, within the scope of a french metropolitan intermunicipality. I will examine abilities of the Grand Lyon's economic policy to act effectively upon local economic development and analyse emergence of an economic governance system within metropolis territory.

From the early nineties, the Grand Lyon (urban community) has lead a voluntary and global economic policy, within the limits of its legal competences and territory. This territorial policy forms an emergent economic regulation scene. In that scene, relationships between local institutional, political and economic actors are built up within new public action systems.

Territorialization is the prevailing mode of the Grand Lyon's economic intervention. It notably expresses itself through the invention of a new intermediate level working between the community and the municipalities' territories : the Conferences of the Mayors of Grand Lyons. But without power or institutional reality, they are only local experimental negotiation arenas that still have to prove their effectiveness. The technical dimension of action takes precedence over political plans for the moment.

Territorialization is a necessary accompaniment for strategic management and new planning methods. It is adopted by local authority to get closer to the working logic of enterprises (global action, qualitative and innovating development). It allows local government to route and fix economic development of the metropolis in the spatial local context and to develop synergies between public and private economic actors, based on their proximity and patnership.

The departments of the Grand Lyon adopt an hegemonical position in the development of the economic policy. However, they do not have the necessary technical capabilities nor the appraisal abilities for its implementation. Notwithstanding these issues, Conferences are pertinent surroundings to organize relationships and within wich to share out roles among the different actors of the metropolis that are involved in economic action as indispensable co-authors or subcontractors.

Dynamics of Economic Development in Peri-urban area in Thailand:
Ayutthaya Case Study

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Since the mid-1980s large-scale foreign direct investment (FDI) has been the underlying driver of industrialization of Southeast Asia including Thailand. Approximately 90 per cent of Thailand's FDI went to the peri-urban areas during the 1990s. The peri-urban area of Ayutthaya has been a major location of Japanese multinational FDI. Honda, the largest firm in the Rojana Industrial Park is expanding consistently based on the networks of supporting industries to the automobile industry within Ayutthaya. This area is also attractive to electronics manufacturers because it is situated close to the international airport and well linked to Bangkok by an efficient road network. Furthermore, its inland location ensures that it isn't affected from the salty air corrosion from the sea. With the influx of foreign investments in Ayutthaya, even though it is a province with fertile lands and its rice production traditionally obtaining high yield, the provincial structure has completely shifted from an agricultural to an industrial base from early 1990s.

Since the Asian economic crisis in 1997, FDI inflows to Thailand have generally continued to outperform ASEAN, but fierce competition in East Asia, related to the rise of China is a major threat. Thus the economic growth of Ayutthaya peri-urban area can't depend on a pillar of industry based on FDI. Being the World Heritage Site, Ayutthaya attracts large numbers of tourists (2.8 million) annually. However, Ayutthaya economy earns little because 79 per cent of tourists were day-trippers and they did not spend much money in Ayutthaya. Ayutthaya bears high costs in terms of urban services and in terms of degradation of the environment.

This paper discusses the economic opportunities and threats to the Ayutthaya peri-urban area and analyzes Thai government policy and implementation related to economic development of peri-urban areas. Data for this paper include primary data collected from government agents, meeting and discussion minutes among stakeholders conducted by the Asian Development Bank study team. This paper concludes with a

discussion of the policy and research implications to diversify economic base of peri-urban area and to promote local economic development with the consideration of regional economic competitiveness and environmental sustainability.

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Cultural quarters for city regeneration: a comparison of practice in England and Scotland

In recent decades the arts and cultural sectors have been harnessed as a potential driving force for urban regeneration. Many cities have justified such a focus because of its potential for economic diversification, job creation and income generation, as well as image enhancement to promote inward investment and tourism. One policy implication has been the designation of 'cultural quarters' where a 'critical mass' of culture-related activity is seen as providing the basis for application of policy so as to achieve anticipated outcomes for sustainable regeneration. Such quarters typically encourage further concentration of cultural uses, cross-fertilisation of consumption- and production-oriented cultural activities, and appropriate use mixing, though a range of models is available, with some prioritising consumption- or production-related cultural uses for instance.

However, the use of the 'cultural quarter' mechanism is not always underpinned by a clear rationale, and there are many criticisms of this approach. For instance, it may be argued that certain culture-related schemes may increase social polarisation within cities by further excluding lower-income groups, and residents may be 'priced out' of the areas affected because of broader forces of gentrification arising from encouragement of cultural concentration. In addition, it may be argued that the requirements of 'image-building' to meet the demands of investors may override wider objectives. Hence the resulting projects may have limited potential to bring about self-sustaining, long-term solutions to fundamental and entrenched urban problems. In addition, 'cultural quarter' concepts seem in some cases to have been transferred between contexts with limited justification. This case study-based comparison of policy application between selected cities in England and Scotland illuminates these issues. It highlights both the limitations of the 'cultural quarter' policy mechanism, and those aspects of regeneration for which it seems most appropriate. Such a comparison can therefore contribute to a broader understanding of policy application and knowledge of good practice, and the conclusions have clear implications for the use of 'cultural quarters' to bring about sustainable urban regeneration outcomes in other city contexts within Europe.

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Commerce et environnement

As an economic activity, retailing requires specific location conditions that are at times trivial or specific. Moreover, this activity is made up of units of varying size, dynamics and objectives.

Retailing needs territories as much as territories need retailing. In the case of both metropolitan and older industrial regions, the development of retail activities is a major concern for the public sector. The Plaine de France region, located northeast of Paris, is referred to in this text as it reveals a number of thoughts on the margin of manoeuvre available to the public authorities in the face of a sector in constant imbalance.

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Territorial analyse and international competitiveness: an approach local/global applied to the sector of the textile clothing in Morocco.

The textile and clothing industry, one of the pillars of the Moroccan transformation industry, is competed with more and more by the Asian giants especially on the level of international subcontracting based on a less expensive labour. In addition, the area competitive advantages or the undertaken primarily depend on its capacity to create and exploit the specific credits of its economic and institutional environment. That made of territorial dimension a crucial variable of the international competition, increasingly taken into account an analyse of the new industrial economy. However, with the revival of marshalling analyse through the Italian districts, one attends a development of the role of the externalities and the actors proximity.

The starting point of this proposal for a communication is double. On one hand, for the deep changes which upset our economies are at a macroeconomic scale. But the territories by their specificities, their potential of resources, their capacities of innovation and their attractivity, have the possibility of integrating, of redefining, of even transforming in certain cases, these external pressures in competing advantages. On the other hand, the exportation performances, carried out by the Moroccan companies of Textile, highlights another factor ignored a long time by the analyses of the competitiveness of the sector textile-clothing at Morocco.

So our analysis will initially leave the place of all the literature already made on the sector to Morocco. A second part (theoretical) will treat the space role with all its components in the competitiveness of the companies. The third

part will highlight the space stakes for the Moroccans textile-clothing companies.

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The New Urban Planning Discourse and the Construction of Global City Project of Istanbul

Globalisation has been the dominant discourse in political and academic circles and is a particular explanation for changes in the world's economic, political, cultural and spatial structures and a bias policy prescription. It suggests that the world economy has been transformed as a result of evolutionary change in the capitalist economy and technological developments, particularly in communication, information and transportation. The discourse claims that the globalised economy has reshaped the spatial organisation of the world. While some places, such as global cities, free trade zones, hubs and nodes, etc. have gained importance, the industrial cities of previous decades have lost their prominence. Global cities have been the most influential among these spatial manifestations. It has been claimed that global economy has been organised over the global cities which manage, control and command the global economy. They are the centres of economic wealth and social and technological progress. During the last twenty years, politicians, professionals and academicians have been inspired by the global city concept which has resulted in fierce competition among the large cities of the world to achieve global city status. Istanbul, like its counterparts, has been a competitor during the last two decades. Its economic, social, political and spatial structures have subsequently changed to a profound extent. This paper aims to explain the spatial transformation of the city and focuses on the international business district of the city in the Buyukdere Maslak axis. It aims to show that the spatial transformation of the city is the outcome a wider political project, globalisation, which has been constructed in the local areas through economic, political and cultural processes by deploying certain discourses. The ideology of urban planning has changed significantly and in turn it has played an important role in the construction of the globalisation and global city project of Istanbul.

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Use and non-use value of a cultural heritage. An application of contingent valuation method : Mont-Saint-Michel. Use and non-use value of

Heritage has become a major concern for public policies ocio-e and ocio-econ. Heritage protection is now looked at as a social duty. But can that social duty benefit of some kind of support from the economic point of view ? We will argue that point using for the purpose a highly symbolic site : Mont-Saint-Michel.

The Mont-Saint-Michel is regarded as one of the most prestigious sites in world. It is registered since 1979 as World Heritage (UNESCO) for natural and cultural assets. This makes a rare combinaison, which is probably the reason it is so popular : more than 3 million visitors each year.

But this very special landscape is slowly fading away. Since 1879, a digue joins the rock to the mainland and the grass progressed towards the walls, bringing insularity to an end.

Many projects were set over the last 30 years in order to counteract the land take over and to maintain the looks and reputation of the place. The last one, started in 1995, was called « Restoration of the maritime character of Mont-Saint-Michel ». A highly budgeted 134 millions € partnership involved State, Region, local authorities, and associations.

Can the economic tools help in sorting out the various purposes and behaviors ? The method used here, Contingent Valuation Method, enables the visitors to support the project through virtual donations.

The conclusion emphasizes the importance of valuing a Heritage asset before implementing a conservation bill. The conclusions are to be cautiously hooded, but they do implements the project. In the end, it knows down a simple choice between imperfect information and no information at all. A conservation bill is usually not subject to any valuation of investment efficiency before or after, and setting out one way being a track with no come back either for the site or the budget.

Using economic tools such as Contingent Valuation Method enables to value offmarket assets and brings into Heritage conservation analysis less ocio-econom than « Regal choice » type of decision

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Territory and economic systems

Recent research show several problems connected with the use throughout the world of the tools of regional science. In the case of Russia for example, there are three main limits.

3. In a context of transition, Russia is characterised by an incomplete development of market economy in a fragmented and regionalized territory. Traditional spatial theories appear to be of limited interest in a context with systemic discontinuity, where distance between two geographical points can't be only considered as a physical distance.
2. Russian economy is still strongly shaped by the availability of natural resources. This rent economy is based on raw material located in eastern regions of the country. This strong concentration of incomes in some areas makes several tools irrelevant for understanding territorial dynamics.

3. Thirdly, in the case of Russia, socio-economic territories can't easily emerge for different reasons: weak territorial link coming from a large mixing of population; creation of an homogeneous Russian culture against local and regional cultures; weak SME development etc

In this context much has to be done in the field of regional science and could be enriched with experiences from Western countries. However, western experience has grown up in a specific environment characterised by capitalist developed economic system. For this reason we must pay particular attention to the systemic dimension of regional science.

The main problem, concerning for example the use of the notion of "territory" (meaning a specific socio-economic and cultural space), is the relevance of such a "model" in very different context of Eastern or southern countries. We have thus to define a "territorial (spatial) economic theory" which will give more importance to the systemic dimension of spatial economy. For example by making the ability to set-up territories, with endogenous increasing returns, a dimension of the development process.

Objectives of this paper are:

- To clarify the systemic dimension of local productive systems and cluster
- To give first orientations of historical and systemic theory of "proximity"
- To indicate new directions for policy of development and transition

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Regional dynamics and economic development in the South

This ROUND TABLE must be related to the Sessions dealing with "Local and Regional Economic Development". Towns and metropolitan areas are today more than ever confronted to the necessity to manage their development in an open international environment. They must on the first hand try to progress towards a more "sustainable" way of urban governance and on the other side keep a close eye on regional, national and international economic dynamism.

Competition is getting harder with the softening of international barriers to free movements of people, finance, technologies. With the general spread of new means of communication towns develop a new relation with their hinterland and with the "global world". The question of the location of cities for example is appearing as a crucial point to understand economic balance and competition.

Significant research has already been realized in regional science but they are often strongly influenced by the territorial, social, economic and political environment in which it takes place. The challenge is today to identify to what extent analytical tools could be used in much different environment. This would be particularly useful for territories which are today confronted to specific physical, economical and social difficulties and which would need to put in place specific territorial development strategies.

Nowadays, research tended to focus on territorial development in countries which belong to an homogeneous, well developed group of occidental nations. Even within these countries comparisons appears to be sometime risky and few have been done to see in which extent actual research on local and regional development could apply to south or less developed nations.

For this reason it would be particularly relevant to have a clearest picture of how southern countries could tackle today the question of territorial development taking into account urban sprawl and/or urban economic concentration (metropolisation) and increase of territorial disparities.

This question could be approached with experiences of Algeria and Venezuela which respectively can open fruitful discussions on north Africa and south America.

Our main partners for this workshop proposal are the Ministry of Planning and Regional Development of Venezuela, the Universita Central de Venezuela (Caracas) and the Agence Nationale de l'Aménagement du Territoire, Alger.

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Development Potentialities in the Western Part of Egypt: Networking as a tool for regional cooperation

This paper is an attempt to introduce a clear vision concerning the use of networking to foster and improve regional development attempts in Egypt in

general and in particular the development of remote peripheral desert regions such as the Southern Western Egyptian desert.

In order to foster regional development in remote desert regions, a different technique should be carried out. Due to the special contextual aspects of these regions, the traditional methods of development are to be revised.

By transforming the mechanism of development conducted in these settlements towards regional cooperation and coordination, a new regional perception towards them would be reached. This perception deals with the region collectively be that in terms of assessment or setting development plans.

The traditional hierarchal system that is applied all over Egypt in terms of city ranking, will not be suitable for establishing this cooperative region. Therefore, a different relationship and a different system are necessary to be applied among the groups of settlements of such a region. As a matter of fact two systems should be applied; a hierarchal one among the elements of the single group of settlements and a Networked one among the groups of settlements, where each group would act as a node in the network complementing with the activities and services of the other groups.

Therefore, the paper postulates that networking between groups of settlements will transform peripheral regions from being regionally dependant, marginalized and despaired, into a prosperous, productive and attractive places and will indeed establish a unique regional image built on cooperation and collective action.

In its attempts to establish a theoretical framework, the paper starts by discussing briefly regional development trends and theories and the contemporary shift towards the networking paradigm. It then analyzes the Egyptian national development strategies highlighting some of its contradictory procedures in terms of setting up regional development priorities. The focus is then made on the region of study, as an example of remote peripheral desert region that require attention, and finally examining the possibility of establishing a regional network among it.

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Ideology and Opportunism in Australian Regional Development Policy
Regional development policy in Australia has often been caught up in ideological debates about government intervention versus 'market-based' approaches to economic development. Accordingly, governments from the political 'left' have tended to favour proactive regional development policies, while governments from the 'right' have generally promoted the virtues of

minimal intervention. As a consequence, many regional development programmes tend to be short-lived and have remained largely impotent. More recently, however, ideology has given way to opportunism. The rise of *radical political forces in Australian politics* has seen regional development policy and planning become an important electoral tool for parties of all ideological persuasions. Indeed, *regional development policy is now seen as a critical vote winner, particularly in marginal electorates*. One of the problems with this approach is that the associated 'pork-barrelling' is spatially selective and often does little to promote sustainable economic and social outcomes.

The purpose of this paper is to provide a critical analysis of recent Federal and State government approaches to regional development. A key part of the analysis is to consider how both ideology and political opportunism have shaped regional development policy. The paper draws on two main sources. Firstly, a detailed analysis of Federal and State government regional policy documents for the period 1973 to 2003 and, secondly, a series of case studies of regional economic development strategies in Western Australia. The paper argues that, despite the increasing rhetoric about the importance of regional development policy and planning, on the ground achievements have been limited. This is, in large part, because the ideological and opportunistic factors discussed above have undermined the effectiveness of regional development policy. Nevertheless, there are some cases where regional policy has succeeded in promoting economic development. We consider the reasons for these particular successes and how planners can use these lessons to promote more sustainable economic development within regions.

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Mljet is on the move - Regional development process for sensitive tourism on a Dalmatian island with the involvement of the local population

Mljet, the most Southern Dalmatian island, has to struggle with a number of structural problems. The economic situation is unsatisfactory, agriculture and industry have been stagnating over the past decades and tourism has become the main source of income. The people have been waiting in vain for a long time for the capital Zagreb to find solutions, nevertheless they also could not decide to take matters into their own hands.

What could a development and planning process on the island under the supervision of experts look like? What are the main planning tasks, the most important structural and infrastructural activities for the next few years?

These most topical questions posed by the people of Mljet were examined within the framework of this integrated study project by departments of various faculties and suitable solutions were (thus) developed. It was of advantage that due to the team composition, the students and their tutors could use their knowledge of the Croatian language by interviewing the inhabitants.

The island of Mljet was surveyed in a one week field trip and essential data collected for the planning and designing process. The interviews, conducted by the students with representatives from the island authorities, public life, the economic sector as well as many people from the local villages, played a very important role.

Parallel to the historico-cultural development, topographical aspects were also examined; social, economic and infrastructural problems pointed out. Typical residential and constructional types were also mapped. The building material was characterised with exemplary pictures and linked with the current construction activity and building land development.

With regard to the island national park and nature protection, topographical conditions, such as areas of landscape worth protecting as well as problem areas, and potential open spaces for leisure and recreational use were defined. Infrastructural conditions such as water supply, sewage removal, waste removal and road development play a very important role in this context.

'Sustainable building' represented another priority. The basis for this was also investigated: thermal aspects of the building material, climatic data as a basis for the building concepts linked to climate, traditional facilities for climate protection, the equipment of buildings, commonly used material and their characteristics.

For relevant areas of the island, solution approaches were developed as projects in a second step, built upon a structured problem analysis.

Project 1: Tourist centre

Project 2: Exemplary community centre

Project 3: Supply logistics

The most important maxim in the development of the students' projects were the guidelines for 'sensitive tourism.' The projects should indicate, where building activities could be developed and how long-lasting buildings can be planned and constructed which will not entail any negative effects on the environment during their construction and use, and in addition to that are comfortable to live in. During the whole course of the project, importance was attached to understanding, scrutinizing and analysing the problems of the island Mljet as well as formulating solution approaches referring to them. In the scope of the planning process the project team tried to respond to the wishes of the local population and to develop realizable projects.

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Construction of Land Markets in Chinatown, Singapore: A Property Rights Approach

Land is a special commodity in the market because of its heterogeneity, low liquidity, high transaction cost, and location fixity. The land market is thus geographically distinctive and differentiated. New institutional economics finally find the transaction costs and property rights approach to analyze the land market performance when both neo-classical and Marxism economics fail. The subject of land transactions is not the land per se but essentially the interest in rights over it. The structure of property rights therefore matter for the performance of land markets. A supportive system of property rights is imperative for development efficiency and growth where pursuing profit brings in innovations. Not existing in an institutional vacuum, property rights are determined by institutions which are constraints devised to shape human interactions. When formal and informal rules attenuate property rights, rent-seeking and other market failure performance will occur. Such situation calls for government intervention. By assigning rights and liabilities, the state may play a supportive role contributing to efficiency of the land market. Both government policies and planning can be regarded as effective measures.

There is the "visible hand" omnipresent in Singapore's economy. Singapore's developmental state has exerted a fairly heavy control over its economic development since 1965 when it gained its independence. The general market, as well as the land market, is profoundly constructed by the developmental state. A structure of property rights over real estate is defined by the state to the extent that individuals' property rights are attenuated substantially and many sticks in the bundle of property rights go to the government. Shaped by this regime of property rights, Singapore's land (re)development has demonstrated its characteristics of rapidity in the (re)development process, as well as an absence of spontaneity from the private individuals and community.

TRACK 5 : **Urban Design and Physical Form**

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TRACK 5 :

Urban Design and Physical Form

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Understanding Dubai: Grand Plans for a Global City

In this paper I seek to uncover the mystery of contemporary Dubai—how a handful of decades ago, a sleepy desert-edge small town of a few thousand inhabitants could emerge today as a world-class city of a global stature. I will particularly focus on current development trends and their implications on the social, cultural, and environmental context of the city. I intend to situate my analysis in the history, political economy, and cultural confines of the city and its surroundings. My aim is not only to make sense of the city's urban developments but also to elucidate contemporary urban space: its imperatives, production, consumption, and potential consequences.

In the past two decades, Dubai has embarked on an unprecedented development scheme aimed at attracting multinational corporations and global investors to establish "nodes" in the city and to engage in the city's transformation. To that aim, dedicated, ceaseless efforts have been undertaken by the local visionaries and city managers to develop the infrastructure necessary to plug Dubai in the global grid of networks.

Such efforts ranged from upgrading and expanding Dubai Airport, to providing an efficient transport and communication infrastructure, to investing heavily in a wide range of supporting services in banking, entertainment, and tourism. These new mega project development sites are intended to "shock and awe" today's global flaneur with investment inclinations—they are the backbone of the global flows of capital, people, commodities, information, ideas, cultures and lifestyles that are, together, transforming the landscape and shaping urban life in the global city. They are the embodiment of what Castells terms the "space of flows." Extremely sanitized, notoriously controlled, and infinitely private, such sites represent an advanced epic of the capitalist enterprise, untamed—and certainly untamable.

While the ultimate motivating prize is thought to be wealth and prosperity, many inevitable side effects remain little accounted for: the absolute dismantlement of the public realm; the total segregation and fragmentation of the city along spatial, socio-economic, and ethno-demographic lines; the considerable loss of local cultural and social identity; and the unabashedly unsustainable mode of development that pretends there is no tomorrow.

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Requalifying urban time and space for quality objectives

The time-oriented method to urban design and its relations with architecture/planning and urban policies

The time-oriented method to urban design and urban policies is concerned with requalifying the time present of the inhabited city.

The daily scale of time is the true innovation brought to urban planning. Coming from the valorisation of the "self" operated by "double presence" women, who were the first to enter the time-stakeholders arena. Women addressed the problem of conciliating different life rhythms, together with their ability to rule complexity in a creative and relational way and their concern for the corporeity of time. "Daily" is not a simplification of the town planning horizon, but a measure of quality, introduced by a social actor and enabling an intimate connection between inhabitants and urban design, between quality of life and urban quality.

As a comparative advantage to traditional approaches, time-oriented method legitimates microscale resource investments ("micro" is defined as the scale of daily life practices). Architecture and urban planning are two issues of a unique design solution.

Though complementary to traditional planning, time-oriented urban design questions its solutions and enhances local assets. Time-oriented planning is again side-by-side with urban planning in the government of structural changes: mobility management, urban events calendars, quality and safety of urban spaces. Advantages for public operators are in a better definition of urban transformation problems and of conflicts between resident and non resident populations.

Socio-economic transformations increase the complexity level of working hours, opening hours of services, individual time constraints, leading to fluctuating and unpredictable rhythms. The new urban form is no more characterized by standard industrial rhythms but by a different individual and collective balance of time ruled by the flexibilization of working hours, by consumption and entertainment related flows, by accessibility to services.

Traffic, mobility, pollution, safety, all depending from space-time configurations, are the issues for policies to gather the interests of economic actors and citizens.

Time-oriented planning aims at: enhancing quality of life for citizens and temporary guests; physical renewal of mobility spaces; harmonization of public timetables; equal opportunities and effective citizenship rights, sustainability of economic development and settlements.

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Form follows function: creating livable city spaces

Recently there has been increased interest in understanding how to best adopt and conserve existing environments. Unfortunately, such issues are often treated from a simplified, European planning perspective, such that imitations of traditional building and developments which detach the design from function are widely seen as the only alternative to uniform outlook of globally planned developments.

Our research investigates the aspects of social and design issues in layouts of cities from a cultural and anthropological position. In detail, we compare public spaces across completely different cultures with a view to discern generic from regional features. One class of public open space that was found deals with cultural and social identity of a group. It is meant to serve as the ever remaining sign for and of a society in order to tie a group of inhabitants together. These "Topos" called spaces are explicitly deigned culturally specific.

"Topos" is just one of the most prominent examples we identified and which could be clearly delineated although other patterns, sometimes blurred and overlapping, can also be observed. Interestingly, most underlying design principles we identified in our research apply to basically every cultural region, period and stage of development. In conclusion, our research provides an excellent example for anthropological constants and underlying generic properties of public open spaces as well as an understanding of regional cultural specialities. We suggest a number of guidelines, based on anthropological constants, which should be more or less directly applicable to the regional development of places.

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Eco-Urban Design, science, context, form

The paper starts analyzing the general interest in creating and maintaining cities and regions that are ecologically sustainable. Ecological research in the urban setting falls into two types: social sciences oriented and ecology oriented. Concepts of "ecology" and "urban" have taken different meanings in different context. An investigation of these two aspects will be made to position urban design within this frame.. The "human ecosystem model," identifies social components and processes with connections to ecological fluxes, processes, and structures (Pickett et al., 1997b).

The urban environment is a mosaic of pieces with different physical properties and uses to analyze the interactions among the different resource use cycles.

The physical fluxes within the city take place in connected cycles that have to be managed in a eco-systemic approach which might be a new basis for urban design. It will pose the question of distribution of human activities in the urban space that meet social aspirations and concurrently enable nature to express its processes

The issue is not only that the maintenance of the biological diversity of ecosystems in the urban setting requires ecological understanding of the composition and functioning of urban systems. The issue is devise strategies that understanding urban flows use and merge them into ecological urban designs. We can now reverse the question of " how systemic understandings of the impact of the built environment on the natural environment can shed light on global processes of climate change and threats to biodiversity". The new design question might be " now that we know global processes of climate change and threats to biodiversity how can we use urban knowledge to reframe ecological processes."

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Urban renewal and rehabilitation in mass tourism developments.(Pilot project in the Canary Islands, Spain)

The Canary Islands have been receiving mass tourism for the last forty years and, therefore, have a whole history of experience of the same, of their own. At the moment, the Archipelago receives over 12 million tourists per year and is, thus, one of the main tourist resorts in the world, with over 400,000 rooms on offer. Given that are islands and, as such, have limited territory (7,424 Km²) and that the local population amounts to 1,700,000 inhabitants, the tourism boom and the resulting colonisation of formerly untouched virgin territory, has triggered off problems of a serious nature at the physical and social environmental levels. Over the last few years, the Autonomous Government, concerned at the turn of events, stalled all growth for three years. Meanwhile, Parliament dictated Guidelines for Territorial Organisation in Tourism with specific measures designed at updating the existing stock of accommodation and urban rehabilitation.

With the support of the Gertudis Operational Project within the framework of the Interreg III B (FEDER funding), three 'pilot projects' were selected for urban and territorial transformation of the tourist installations, on an experimental basis. These three areas are located on the islands of Gran Canaria (San Agustín), Fuerteventura and Tenerife, respectively. The Town Planning Section of the University of Las Palmas chose the area of San Agustín in Gran Canaria to carry out a team project, with the students, in Analysis and Planning, designed to have didactic and research Value. The

basic thesis of the project is that the facilities do not necessarily need to be reconverted but rather that the rôle of the areas clear of buildings, whether they be public or private, should be redefined in order to see whether there the possibility exists of another product, different from the present standardisation, can be offered, laying emphasis on environmental quality rather than on the quality of built hotels and apartments. We are dealing, thus, with alternative plans for an area which is now considered to be highly deteriorated if not totally obsolete which, moreover, include the means of management of the reconversion as foreseen in the Guidelines.

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Managing Open Public Spaces: the policies of space quality

The paper looks at ongoing changes in the management of open public spaces in English towns and cities and examines how local authorities are responding to British Government policies and initiatives that suggest that adequately maintained ordinary open public spaces of streets and squares can play an important part in creating viable and vital urban environments. This includes quite localised attempts to coordinate simple maintenance tasks in open spaces around social housing blocks, to purpose-designed policing of squares and parks, to more complex Business Improvement Districts based on the American model. The main argument of the paper is that this new focus on the quality of the ordinary urban environment, with its implicit assumptions on how their users perceive quality and react to it, is creating a new policy field which extends our understanding of urban design, with its own stakeholders, power relations, and thus reshaping linkages between established disciplines of planning, urban design and public administration. As part of it's the effort to define more precisely what public space management entails, the paper also suggest an analytical framework that links the several processes impinging on the quality of public spaces which have traditionally been looked from the point of view of different professional and policy fields.

The paper bases its discussion on research undertaken for the Office of the Deputy Prime Minister of the British Government looking at the open space management practices of over 200 local authorities in England, reinforced by in-depth case studies of 12 of them where changes are more advanced.

The relevance of the paper resides in its exploration of the meaning of urban design broadly understood to include the long term management of the urban environment, and how this long-term approach allows for connections with related fields of planning and urban governance. Also, it explores the

way centrally defined policies initiatives take root at local level and shape local policy communities.

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Central Parks - a case study about the integration of green open spaces in the city of Hamburg

This study analyses the levels of integration of green open spaces in the city of Hamburg. It follows the questions: Where do we find parks in an urban environment? Are they placed at the well integrated location? And are they accessible for people?

The central area of the city of Hamburg is being analysed with space syntax methods, the resulting maps show the configurational properties of the spatial units of the city. Parameters like integration or connectivity give useful information about the potential usability of an urban space. High integration values for instance are strong indicators for pedestrian And vehicular movement and help to identify locally and globally significant areas within the built environment. Using GIS analyses techniques the average levels of integration etc. are assigned to parks and playgrounds. These results are compared to other key parameters of parks like size or catchmentarea and finally to real observations of park use frequencies.

The example of the city of Hamburg is presented showing first results of a PhD in progress which is primarily focussed on the application of space syntax methods to open space planning in general. It is assumed that configurational analyses of urban morphology – e.g. space syntax – have a huge potential for analysing urban spatial and functional structures. Space syntax methods are also useful for urban (and landscape)design interventions. They can be used as powerful simulation tools to investigate the consequences for various design ideas before the implementation of a design plan.

The data of parks etc. is provided with kind permission by the city of Hamburg, space syntax maps are drawn by the author, analyses are mainly undertaken with space syntax software developed at University College London and ESRI GIS software.

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Evolution and sustainability in Egyptian and European Settlements

The urbanization of rural settlements is a clear contemporary world wide trend. Yet to differentiate between the two definitions "Urban and Rural" is very relative. It depends on the nature of the region and the country to which the settlement belongs, i.e. a rural settlement in a high populated region in Egypt could be, population wise, considered urban according to other systems in Europe.

Accordingly, this study will handle settlements regardless their administrative classification either rural or urban.

In terms of historical evolution, settlements in both Egypt and Europe started physically in a similar way, which could be noticed by comparing their original layouts and urban fabrics. The intervention of political, economical, and social factors in different ways in both cases lead to a different image of development in each, where the principles of sustainability were more or less realized.

The paper highlights similarities and differences between the two cases of development. This will be done through a comparative analysis based on the principles of sustainable development, taking several cases of rural Egyptian settlements and European settlements of similar original physical properties. The analysis deals with the phases and factors of evolution that occurred through time.

From this analysis, positive and negative points in the development mechanism will be concluded and used mutually in both cases.

Consequently, recommendations to direct development towards the realization of sustainability could be given.

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Measuring Urban Sprawl - An Evaluation of Sustainable Urban Form

Urban sprawl has been one of the most significant phenomena in modern cities since the beginning of the 20th century. It is often considered a disfunctional pattern of growth that causes many problems, such as central city degradation, lack of sufficient services in the suburbs, traffic congestion, air pollution and excessive consumption of open and rural land. Although not easy to define and quantify, several measures of urban sprawl have been suggested by researchers in the past few years, ranging from such classic

measures as population density and density gradients to modern measures based on fractal geometry and ecological metrics.

Economic and demographic developments in Israel during the 1980s and 1990s have accelerated suburbanism and urban sprawl throughout the country. Recent efforts to deal with urban sprawl and its negative effects through sustainability and growth management are evident in national master plans, such as "Israel 2020" and "NOS/35" However, Israeli planners still lack empirical data on the dynamic change of urban sprawl and its spatial impact in the country.

This study examines the existence, nature and scale of urban sprawl in Israeli urban settlements by comparing land-use mapping in the mid-1980s with 2002. Based on relevant literature, a set of urban sprawl measures have been formulated and applied in 78 Israeli cities and towns. These measures show the "foot-print" of the urban built-up area inside the municipal boundaries of each town, thus representing some of the sprawl characteristics, such as low density, segregation and fragmentation of the urban landscape. The relationship between different kinds of sprawl measures and their causes and impact on the urban landscape are analyzed using statistical models. In addition, the impact of residents' socio-economic variables on the different land-use patterns is examined.

The findings provide a better understanding of urban sprawl in Israel and will serve as a source of information for planners, politicians and decision-makers in the planning arena in formulating a policy of sustainability and smart growth.

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Digital Urban Landscapes—Yonge-Dundas Square, Toronto: A Response to Times Square

"It's a year when the square is getting used to the city and the city is getting used to the square. There's some hope in relation to things around it that this square will start to evolve. [...] The more interesting problem is not just what the square does or how it contrasts with what's around it, but how it might act as a catalyst to transform its surroundings." James Brown, of Dundas Square architects Brown + Storey

Large electronic displays have become increasingly present in the built environment. Due to their high cost, these signs tend to be isolated and used mainly for advertising purposes by large multinationals. However, we can now learn from a few cases of dense urban digital landscapes. As information technology develops and prices decrease, mega digital screens could embrace many more functions and could potentially dramatically affect not only the physical realm of cities but also their social, political, and cultural

dimensions. In Times Square, New York reinterpreted the urban landscape of Las Vegas, Nevada. At the end of May 2003, having learned from Times Square, Toronto officially launched, in the heart of its downtown, the Yonge-Dundas Square, a new urban plaza designed to bring more life and energy to the city and purposefully surrounded with large, bright and bold electronic billboards.

Through a comparative analysis between Yonge-Dundas Square and Times Square and interviews with some of the key actors of the Canadian project, my paper will aim at understanding how high-tech digital panels challenge our traditional ideas on architecture, urban design and urban planning and how they could affect future urban development and community life. First, I will present an overview of the history, controversies, and planning requirements that allowed for the redevelopment of Yonge-Dundas Square and Times Square. Second, I will focus on the build environment—the urban fabric, the architectural features, and the digital iconography. Finally, learning from Toronto and New York, I will raise questions regarding the reproducibility of these models and argue that mega digital displays are responsible for the emergence of a new urban paradigm.

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URBAN DEVELOPMENT, REDEVELOPMENT & REGENERATION ENCOURAGED BY TRANSPORT INFRASTRUCTURE

New public urban transport systems, such as metro, regional rail, tram etc., have direct positive effects such as reliability, effectiveness and speed of public urban transportation, better accessibility of urban areas, less car-dependent urban space and improved environmental conditions. Beyond these direct positive effects of new transport infrastructure projects, are there any indirect economic and socio-spatial impacts on urban areas?

This paper attempts to describe the potential of urban transport infrastructure projects such as metro, regional rail and tram, to indirectly work as a means for development and redevelopment of urban areas as well as regeneration of declined areas. On this topic, there has so far been little work. Existing literature is usually based on a single case study area or it is concerned with a single spatial parameter related to urban development, redevelopment and regeneration – mostly land uses.

This paper explores urban development, redevelopment and regeneration effects of transport infrastructure on the basis of a) an empirical investigation of a sample of 12 case study cities (Athens, Bratislava, Brussels, Helsinki, Lyon, Madrid, Manchester, Newcastle upon Tyne, Stuttgart, Valencia, Vienna and Zurich) and b) the consideration of five spatial parameters: i) land-use patterns, ii) investments in development, redevelopment and

renewal schemes of the urban fabric iii) investments in development, redevelopment and renewal of public open spaces, iv) real estate prices and v) rents. This research is part of the Transecon project funded by the European Commission under the competitive and sustainable growth program of the 5th framework – and concerned with European cities and all different indirect effects (economic, social and spatial) of new transport infrastructure investments.

The outcome of the research points that urban transport infrastructure may have a catalytic effect on the development, redevelopment and regeneration of urban areas but there are a lot of other influencing factors which make such re-urbanisation processes a successful or unsuccessful story.

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Implementation and design control - some lessons from Poundbury
Poundbury, on the edge of Dorchester in the UK, is a development that has generated a great deal of comment and debate but little in the way serious and informed analysis in print until comparatively recently. Much of the debate that has occurred in the past has concentrated on only one aspect, architectural style. Whereas the lack of easily available factual material may have made this understandable, the unfortunate consequence has been that some of the other important issues and lessons associated with Poundbury have been neglected.

General misconceptions about Poundbury include that of a small-scale development in a semi-rural setting whose primary purpose has been a vehicle for the architectural notions of the Prince of Wales. It is not. It is a major urban extension of over 2000 dwellings. Its approach to implementation, design control, mix of uses and mix of tenures is of considerable interest. It might be objected that it is all being done by the landowners and is therefore not generally applicable. It is indeed being developed by the landowner, the Duchy of Cornwall but this looking at it just from the British perspective. To demonstrate what can be achieved by a landowner can be a worthwhile task, and the lessons may be especially important for those situations, and in those countries, in which the owner is also the local planning authority.

The paper will attempt to redress the balance in the debate by describing and assessing what should be seen as a very significant side of the development of Poundbury, its particular processes for planning implementation. It will also make an assessment of some other aspects of functional urban design issues, including the handling of motor vehicles, the design of public spaces, and the mix of uses and tenures.

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Back to the City: a Move Towards Better Future?

The quest for sustainability has been a main agenda for most cities for the past decade. Technological shifts have transformed cities into vast sprawl, hollowed out urban cores and induced declines in inner cities—patterns much seen in the western cities. More recently, various governmental programmes, along with cultural shifts have somewhat reversed the trends and began to bring people back to the city. However, it is still questionable if this creates sustainable development template for the future.

The paper questions 'back to the city' movement whether they do promote a social integration, equal economical opportunities and environmentally sound patterns of urban development. It also tries to provoke a new urban agenda of how we could promote, leverage and benefit from the current situation by using Bangkok as a case study.

Bangkok's inner city areas have been perceived as dense and vibrant place. In fact it has largely gone through similar transformations to its western counterparts. Shifts in residential preferences drove residents out to more livable places out in the suburbs, but that has recently been changing. Having weak inner city urban policy and laissez faire attitude, redevelopment has occurred erratically where opportunity permits. They are mostly condominiums and commercial establishments for the middle class. Together with extremely loose planning controls, this results in haphazard patterns of urban development such as tall buildings in unsuitable locations, low quality public realm, and degrading environments.

The paper builds on a hypothesis that planning authorities have not been able to catch up with nor understand the market, which causes constant failure in city planning. It scrutinises processes of middle class's *reoccupation* and identifies dynamics that shape today's inner city, using multidisciplinary approaches including urban design, sociology, and management. The data are collected by ethnography, stakeholder interviews, media studies, and other archival data such as demographic composition, types, numbers of business establishments and related urban policies.

This paper is a part of my ongoing dissertation at University College London, title "Landscapes of Consumption: Spatial Transformations of Inner Bangkok 1988- the Present".

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The Engineer as Urban Designer

The paper looks at the two-way relationship between highway engineering and urban design.

In the modernist paradigm these two disciplines had a mutually compatible vision of built form and the movement system based on uninterrupted vehicle flow, pedestrian segregation, and object-architecture. The architectural typology ranged from free-standing buildings in their own development cells, to the intensely integrated multi-dimensional "traffic architecture" popularised by the report "Traffic in Towns" (Buchanan 1964)

A radically different synthesis has emerged within the paradigm of New Urbanism based on interrupted vehicle movement, pedestrian reintegration, and a reinvented street architecture based on perimeter block development and an aesthetic of facade design (Southworth M & Ben Joseph E 1997)

Drawing examples from Europe and North America, the paper discusses the realization of the New Urbanist paradigm, looking at such issues as technical standards, safety and risk assessment, driver psychology, public realm management, technically innovative approaches to parking and car provision, the roles of landscape and planting, and the implied shift of professional boundaries as engineers engage with urban design issues.

This work arises from the author's Fellowship in Urbanism from the Royal Commission for the Exhibition of 1851 and his involvement with the Streets working party of the Institution of Civil Engineers and the journal 'Municipal Engineer'(Hebbert 2002). An earlier draft of the paper will be presented to the ESRC Research Seminar on 'Design Development and Urban Quality' at RICS in April 2004.

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Creating Spatial Conditions for Change

The paper reports on the development of an instrument with which the competitive positions of neighbourhoods, and how these change, are analysed. Subsequently it provides a framework for setting policy goals and developing intervention strategies. The basic methodology derives from corporate strategic portfolio management (Moore, 1992), in the sense that the city is regarded as a portfolio of neighbourhoods. A neighbourhood's position in the portfolio is indicated by both its current performance, as its potential for upholding or improving its position. Applying a draft version of

this instrument to Amsterdam has already indicated some interesting patterns.

Understanding how this position changes as the result of private and public interventions, as well as exogenous trends, and how public interventions can 'anticipate' this, would allow for more effective and efficient public investment strategies at both the scale of the city as the neighbourhood.

With respect to neighbourhood change, special attention is given to the role that spatial characteristics have in setting conditions for change or preservation. It is investigated how neighbourhoods' current and changing positions correlate with a yet to be developed physical typology based on characteristics such as locality, density and grain size.

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Watershops for the Gaza Strip - the role of design in developing cooperation projects

Since 1998, in Deir al Balah, Gaza a project of drinking water supply on the basis of seawater desalination has been underway. This infrastructure project is carried out by a cooperation between the Austrian Development Agency, an interdisciplinary planning team and Palestinian project partners. The so-called watershops are the final product of the desalination process. These watershops figure as those objects, which the final consumers are directly exposed to.

Therefore the requirement profile for the watershop design consists of the following three components: technical functionality, decentralized location criteria as well as the watershops being an image carrier of the entire project. This topic concerns the relevance of design in an infrastructure project and goes thereby substantially further beyond the simple requirement of just drinking water distribution.

There is a direct link between the high technical performance of an infrastructure project and its physical appearance. Despite the fact that the sophisticated technology of the desalination process is invisible to the local community, the watershops can still be used as a means to communicate a project image. Watershops function as mediators, which convey the complexity of the entire issue "water management" to the general public.

Besides technical and economic requirements, there are further social and cultural facts which are crucial for the success or failure of development cooperation projects.

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The BIDs of New York -- Power, Place and the role of Business Improvement Districts

The aim of this paper is to analyse selected examples of Business Improvement Districts on Manhattan, NYC in order to uncover how this sort of urban intervention shapes the physical urban space as well as the image and representation of that particular space. In section one the paper shortly describe the phenomenon of New York BIDs (Boyer 2002, Kahn 2002). In the second part of the paper, the aim is to present a theoretical and analytical framework for understanding such "urban mini territories" both in relation to urban power and politics, and in relation to the spatial layout of such forms of urban intervention. Thus the point will be taken that BIDs should be analysed and understood with an eye not only the formal urban decision making, but certainly also to the way that real space is shaped accordingly. In the third part of the paper empirical field data from selected New York BIDs are presented. Thus, by walking in and out of a Manhattan BID one clearly senses that this is more than glossy urban representations and corporate decisions. Thus the urban layout of street furniture, litter boxes and uniforms of BID surveillance staff clearly bare witness to this intricate dialectic of discourse and space (Richardson & Jensen 2003). Finally the paper ends with a fourth section in which concluding remarks will be accompanied by reflections on the comparative similarities and differences to European cities. Most explicitly the London experience of different forms of BIDs will be dealt with, but there will also be thoughts upon how these experiences might be fuelling into contemporary Scandinavian urban design and planning with its experimentation of different forms of public-private partnerships. In this concluding part the inter linkage of discourse and space is furthermore seen critically in the light of spatial identity, sense of place, public/private spaces and democracy (Hajer & Reijndorp 2001, Harvey 2000).

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Transformations in the image of the Greek city. Motives and effects on the contemporary urban fabric.

The paper is trying to compile the basic parameters that affect the urban form, as well as their visual manifestations in the Greek city of today. These parameters are related with global, or wider spatial socio-economic and

technological, shifts while, it is obvious that today, more than any time before; cities worldwide are transformed under almost similar trends and impulses. Thus, the differentiating factor in each case is not as much the new inputs, but mostly the pre-existing layers or piles of the urban fabric and the way that these layers react. Greek cities appear to have a number of particularities in their recent evolution effecting correspondingly on forms and images, declining from the western European paradigms. Despite this, we should accept that there exists a contemporary homogenisation of the urban space. Which are the parts of the homogenisation process? And which are the elements, constituting urban diversity in the Greek city?

The paper follows a three-step approach; firstly, we briefly outline the main determinants of the evolution of the Greek city over the 20th century, focusing on the dynamics of the unplanned urban tissue generation, the impact of urban planning regulations, and their basic inheritances to the Greek city of today. This is followed by a clarification of the contemporary trends or inputs. For example, the sprawl of huge shopping and recreation multi-spaces over the city centres contrasting local activities and figures, or the renewal of several historic parts in opposition to vast alterations on the urban landscape, are two specific aspects of a progressive functional and visual transformation. Finally, the product of this transformation –the new image of the Greek city and its constituting visual elements- is approached as a whole through characteristic case studies.

The paper presents an analytical work closely related to both urban planning and urban design processes since it is exploring their initiatives and, in an extend, their effects on the city image. The transformations in urban landscape and figures appear today as a main object for urban planning.

Key data sources

The paper is basically based on:

- The authors' recent research and other relevant work,
- International and Greek bibliography,
- Original material from complementary research

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Public Amenities in the age of mass (re)production: assessing the provision of street furniture in contemporary cities

This paper will continue analysis of the provision of street furniture or public amenities that was developed in my paper for AESOP/ACSP 2003: that is, to investigate the provision and maintenance of public street amenities, and their role in shaping the public realm of everyday streets. This is also subject

of my doctoral research, and this paper presents a brief version of a chapter of my dissertation.

Specifically, this paper will provide a comparative analysis of the provision of public amenities in 4 North American cities: Seattle, Portland, San Francisco and Vancouver. What is provided and how they are provided will be compared: including the differences between public and private provision and maintenance of street furnishings. While many European cities have been using a system of private contracting for some time, San Francisco was one of the first North American cities to utilize the services of J.C. Decaux, the international street furniture manufacturer and contracting company. Vancouver has also just entered into a new contract with a private firm to provide a suite of street furniture. However, in Seattle, the city itself, through a variety of departments, provides and maintains street furnishings. In the cases of private provision, most of these very long term (20-30 year) contracts are funded by advertising revenues; advertising that appears on the side of bus shelters, public toilets, or large scale advertising poles. Methods used in this research will include: archival research, document and policy analysis, interviews with key stakeholders, and morphological analysis.

Questions to be addressed include:

- Is street furniture becoming too homogeneous?
- What is the effect of all this advertising on the public realm?
- What are the pros and cons of public versus private provision and maintenance of street furniture?
- Are there forms or types of public amenities that are not being provided? That is - have some forms 'disappeared', and other new forms emerged? Why, and what are the implications for the democratic accessibility of the street as a public social space?
- What kind of design and policy guidelines can be gleaned from this analysis?

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What is the validity of the emerging consensus in practice for open cell, transit orientated neighbourhood urban form?

This paper will identify from existing literature sources the main types of neighbourhood urban form and their derivatives. These comprise segregated zones, closed cell, open cell and linear. These forms are evaluated using illustrations of many existing and proposed neighbourhood developments and in the context of existing literature. For example, Barton (2000) promotes linear form with high public transport accessibility whilst Calthorpe (1999) and many other New Urbanist authors from the US and Australia

promote the open cell cluster. But to what extent have these urban forms been rigorously evaluated as a basis for sustainable urban design? There is very little existing empirical evidence that assesses the sustainability of urban form options across a range of aspects and scales.

The paper outlines the SOLUTIONS project that is currently being undertaken by four UK universities and which aims to test and evaluate sustainable urban form options at both the neighbourhood and strategic scale. The project is funded by the Engineering and Physical Sciences Research Council for a further three years and preliminary results from the first year scoping study will be presented. The project focuses on case studies in four UK cities: Bristol, Cambridge, London and Newcastle. In each city, areas of growth have been identified and the areas and potential design options will be evaluated using a range of sustainability criteria. This will inform a series of design options that will be produced for both the neighbourhood and strategic scale, for each growth area. Each option will be evaluated using land use and transportation models, in order to test over a 30 year period the impacts of each design in terms of a range of land use and transport criteria. The design assumptions from the neighbourhood scale options, such as density, will inform the model forecasts and the forecasts will identify critical thresholds that will inform the neighbourhood design. Through an iterative process using sustainability evaluations of design options and model forecasts, it is hoped that a range of design options and their impacts can be assessed, at local and strategic scales and over a 30 year period.

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A scientific approach to physical form in urban & regional design

If we look upon urbanised areas as systems on different levels of scale, we can distinguish physical urban subsystems, made up of spatial elements. These spatial objects, in mutually coherent combinations and in coherent combinations with natural spatial objects, have been and are (re)constructed in order to fulfil functions, on behalf of the (future) urban society, in a conditional sense. It is striking that in a world as ours laden as it is with scientific knowledge and its applications, the design/redesign of urban areas is based on scarcely any substantive-scientific design knowledge.

The general description of the physical urban system as the object of urban & regional design can be interpreted in two ways and in practice is indeed interpreted in two ways. The physical urban system can be seen on the one hand as an autonomous system, with the other components of the urban system as the system environment, and on the other hand as an inextricable component of the urban system as a whole.

The first design approach is focused on patterns (compositions), on processes counted in years: transformations of urban areas. Influenced by the discipline 'architecture', and usually based on a quantitative programme of functional requirements, the creation of an experiential value guided by personal form concepts is seen as the main task for designers. As every design context is seen as unique this offers little perspective for a substantive scientific approach: empirical scientists supply knowledge, which is integrated by designers in a 'creative leap' into a design.

In the second design approach the focus is primarily on cyclic urban-societal processes; counted in hours, days and weeks (ultimately leading to transformations). This design approach can be scientific knowledge-based: the object of design can be dissociated from the specific design context.

This approach opens the doors for the design of theoretical models with spatial organization principles as 'building blocks': designs that in spatial-ecological and/or social-cultural and/or economic-technical terms are independent of the situation. The activity of design acts to serve research and has become a research method. Findings can be used in specific situations, as examples will show.

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Housing Adaptations in Ethnic Enclaves

Immigrants have transformed the Canadian urban landscape over the last several years, expressing their identities, needs, and preferences in the interior designs and external decorations of their homes. Their impact is also felt with the proliferation of Asian malls, mega homes, ethnic markets, and enclaves. These changes have raised questions about Canadian housing policies, planning issues, real estate development, and design practice: How do we create housing policies and building standards for an ethnically diverse society? How do we satisfy citizens' different wants and needs? What do we do to accommodate the design requirements of divergent groups equally?

Canadian researchers are just beginning to realize the importance of ethnic adaptation of the built environment. Some researchers have studied how immigrant groups have changed external elements of homes. Buzzelli's (1997) study documents how Italian minorities in the Little Italy area of Toronto changed the original Georgian idiom of the streetscape. Murdie et. al. (2000) document the highly ornate facades of Italian and Portuguese houses and elaborately landscaped front yards in Toronto. Fainella (1985) finds that Italians prefer duplicate facilities such as kitchens and living rooms

in their homes. But little empirical evidence exists about the ways different ethnic groups organize, use and adapt their domestic space.

Qadeer and Kumar (2003) have recently identified major ethnic enclaves (neighbourhoods dominated by one ethnic group) formed by five ethnic groups (Italians, Chinese, Portuguese, Jews and East Indians) in the Greater Toronto Area (GTA). These enclaves are mostly sprawled in suburban areas. Barring a few pockets, majority have single-family detached housing stock. This research focuses on South Asian enclaves and examines how people in these enclaves modify the interiors and exteriors of their homes to better fit their preferences.

This study relies on visual observation of a sample of homes along with open-ended interviews with dwellers and realtors. The initial findings tell us that a greater need for storage spaces in homes especially in kitchen, bathroom and basement. An absence of prayer room was also identified as a major flaw in most of the house designs.

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Sustainable Urban Design in American Inner Cities

Inner city neighborhoods in the U.S. can often be described as the polar opposites of a sustainable urban form. Issues of sustainability have left these neighborhoods behind, as they are plagued by an abundance of brownfield sites, lack of greenery, and polluted air. For the most part residents of inner city neighborhoods have no participation in decisions that affect their everyday environment, and they are unable to control, change, or shape the public spaces of their daily lives. But there are also exceptions. My paper summarizes the experiences of a Los Angeles inner city neighborhood in its attempt for revitalization and sustainability. A core community group composed of residents, merchants, and representatives of local institutions with technical support from UCLA faculty and students initiated a neighborhood revitalization effort that had at its core the reclaiming of the neighborhood's small urban spaces from the condition of neglect, disrepair, and crime. From the viewpoint of a participant observer, I detail the victories won and the challenges faced by the group as it attempted to create a sustainable community in the Los Angeles inner city. Semi-structured interviews and focus group discussion with community members actively involved in the revitalization process were used to understand the context and the process of physical interventions. Observations of formal and informal gatherings such as local town hall meetings and neighborhood celebrations and festivities gave opportunities to see how people acted and also how they experienced their actions.

At the end the experience of this neighborhood intervention sets the stage for the articulation of certain contentions about sustainable urban design, whicg are detailed in the paper. While the design interventions were tailored to a unique socio-physical setting and set of circumstances, the lessons learned may be applicable to other inner city neighborhoods of our planet.

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Authentic cities

Urban planners and designers now face a bewildering variety of design alternatives. From the new urbanism to the garden suburb these alternatives, whether applied to totally new settlements or grafted onto or into existing cities, provoke concern about artificiality and superficiality, stimulate a search for 'authenticity'. The issue of authenticity has important implications for planning and urban design, bearing such questions as historic preservation, the preservation of natural areas in and near cities (we have discussed in previous papers the relaed issue of wilderness preservation), as well as the design of buildings and places. In this paper we present an account of authenticity that can be applied to these urban issues. We hold that both the built and natural environments similarly embody the effects of human intervention. Planning involves a systematic, considered approach to these interventions. The results of planning and design can be more or less authentic. The degree of authenticity bears directly on the quality of our experience of these environments.

Our concern is with authenticity as a property of relations. Authenticity is a matter of certain kinds of relation between each of us and something else: our fellow, our traditions, our culture and our natural world. The absence of the appropriate relation between these elements will lead to different forms of impoverishment: psychological, political, aesthetic, moral. We show that authentic relationship is a necessary condition for meaningful contact with ourselves, others, and the world we live in. For most of us, most of the time, that world is an urban world.

We address the issue of authenticity and planning through discussing and exploring relevant philosophical ideas such as social construction and institutional facts, internal and external relations, triangulation, thick concepts, and, of course, authenticity. We construct an argument, augmented by examples, that both defines authentic relations and proves their significance. We then apply these results to examples of urban planning and design, showing their relevance to theory, education and practice.

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Railway Stations, the New Centrality

Railway stations have emerged as a new central place in metropolitan cities. They have become hub of network due to their high accessibility by different modes of public transport and their strategic location in the city. Furthermore they produce movements, which offer sufficient opportunity for the development of economic land use. It is often assumed that the internal functional dynamics of the station area, as a new urban centre, are determined by the attractive power of concentration of large programmatic unit or a place where activities concentrate. This idea has been adopted to create a high number of different functions in and around the station area by mixing land use or increasing the population density. Function is thus taken to be an indicator for a live centre. Function is thus taken to be an indicator for the centre. But functionally only is not sufficient, the spatial aspect is also a crucial factor in designing the area around a station, along with key management, financial and policy instrument.

This study tries to investigate the kind of urban form that supports the sustainability of a live centre in the railway station area. Several station areas in Amsterdam, Leiden and London are analysed using two types of variables. The first is the grid configuration analysis using Space Syntax techniques to uncover space-structural detail within urban fabric as a field of movement and activity. And the second variable is the dispersal of the shops and other economical land use location around the station. These different case studies later compared, to analyse how the different street configuration affects the sustainability of public life around the station. The findings demonstrate that certain spatial configuration in the station area perform better than others in supporting sustainable place for a living urban centre around the railway station area.

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New Patterns of Green Spaces in Metropolitan Regions

With the emergence of what has been coined the "edge-city", green spaces within an urban area are no longer located out of town, rather, they are found in wedges or "chinks" created by the juxtaposition of various structures and shapes of urban fabrics within this area.

Whereas, in the past, it was believed that these green areas were self-sufficient and that their renewal was a matter of spontaneous biological phenomena, the rise of the edge-city has clearly highlighted the need for maintenance.

This new paradigm has thus led to new ways of thinking about relationships between cities and nature in the wider sense. Most importantly, it highlights the need to come to terms with the modernist conception of architecture and urban planning and to move towards methods of management which are based on "systems" or "networks" of green spaces within a city – a concept that was used as early as the nineteenth century.

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Urban Attractivity and Space of Consumption

Our study confronts the question of urban attractivity and the matter of urban project strategies in two cases: "Bercy Village" in East Paris, and "Lingotto" in Turin. The importance of urban attractivity is more and more emphasized because of symptoms from increasing competition between towns due to economical globalization and the development of communication networks. Both cases are, aimed to transform an industrial sector to a space of consumption, which can be referred to as, "of new generation"; create downtown quality of life with cultural facilities, including leisure components, commerce and pedestrian walking areas with all the amenities of a shopping center. It will be interesting to compare these two cases, as they started with almost same intentions, but in reality, they had innumerable differences (in terms of urban context, strategic details, and commercialization process). We ought to examine the definition of "new urban space of consumption" and, of course, the meaning of "consumption" in our contemporary society. Several researchers talked about these artificially constructed spaces, which are designed specifically to fit the needs of the consumer (where all of the unattractive and dirty elements were removed), whether it might be a shopping mall or Disneyland. Currently, this concept is very often selected for many urban renewal projects by local governments. David Harvey said that cities that once sold themselves as places of production were now selling themselves as places of consumption (Harvey, 1989). We can also mention the emergence of urban entertainment destination as a catalyst for urban revitalization efforts. We can resume that a new space of consumption, spatial result from the social change of consumption behavior, signifies a leisure-entertainment based atmosphere with multiple functions, designed with an obvious and controlled concept. This constancy of attractivity localized to our examples, besides their results (whether success or failure), might call itself however, into many questions regarding its real value and its prospect (a matter of fashion effect?).

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Zoning and Place as contrasting Paradigms within Planning and Design: Illustration from Los Angeles Region.

Zoning as interpreted through the police power-- a tool to protect the public safety and health in place-- is the arena for important contests in planning issues within American cities. The ambiguity is associated with the definition of police power and the application of the definition to people in place, subject to interpretation. On the other hand place provides meaning and understanding for communities they inhabit. The following paper looks at zoning and place- making as derived from contrasting paradigms in planning and design through the analytic and the systemic reasoning. The analytic values *reductive categories and replicability* over relevance and meaning (Verma 1998). While place captures comprehensive totalities – character and meaning, provides identity. (Norberg Schulz in Cuthbert 2003). The problems associated with the contrast relate to the categories that come into play with the two concepts. While zoning looks towards establishing values of certainty and generality through parsimonious categories- land values, land uses; place is rich, nuanced, with thick descriptions and remains ambiguous.

The case chosen is Los Angeles as a referent to the contests of place, interpreted through the relationship with the contrasting planning and design paradigms. The recent case of a synagogue in a rich single family neighborhood provides a good illustrative example to elaborate the contrasts of the legal interpretation as part of the language of zoning and the interpretation of alternative urbanisms as part of the language of place. The conditional use permit to allow a single family residence to be converted to a synagogue has raised objections from members of adjacent communities-- what may be valuable asset to a group of affluent orthodox Jews living within the area, is not acceptable to the rest due to implications of traffic and changes in the residential character of place. Further the proliferation of policies expanding zoning concepts to become inclusive, such as infill development, adaptive reuse, transit oriented development, mixed use, increasing density, still assumes a language of generality and similarity in designing city environments. The paper argues for a more nuanced understanding of the overlap of the contours of zoning with place through the interpretations of the dichotomous reasoning-- as contests of rules and meanings of people in place.

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Risk, security and fear in transformation of metropolitan space. The case study of Naples

This paper refers to an interpretation - prevailing in social sciences - of the late modern western society as a transition «risk society», where welfare production determines multiplying risks as a result of the modernization process. The main problem is to prevent and reduce threats and risks: it is therefore necessary to provide scientific and technical criteria in order to identify and manage the risks in the transformation processes of urban and metropolitan space. In urban planning this issue has to be framed into the context of marginal areas of consolidated city (areas of big social problems) and immediately refers to the metropolitan dimension of the new settlement phenomena: it copes with "the pulverized" areas of dispersion and urban sprawl that characterize the new shapes of dwelling. Surveying the fear and the risk turns out therefore as an occasion to focus the new urban phenomena of loss of centrality of the public space and human relations, to assess the role of new infrastructures, and the distribution of big attractive functions in the metropolitan territory, paying attention to the ways these typologies and new social behaviors generate and shape spaces and forms. The aim is to assess how social fragmentation shapes the city space through a case-study research on a "fragment of territory" in Naples metro area, where the presence of an active volcano (Vesuvio) conditions urban growth as well as the models of territorial planning and government. A natural threat historically becomes a "built risk" in a territory grown in absence of solid planning criteria, and in presence of extraordinary historical and environmental values.

In terms of planning education, this topic stresses the role of urban analysis in the contemporary city, fragmented and heterogeneous, to be read in a local key, in order to provide some useful elements to the reconstruction of principles and synoptic frames of representation.

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Rethinking the "technopolis" idea and its potential for urban regeneration: Opportunities for metropolitan integration

A science and technology spatial concentration, in the form of a "science city" or "technopolis," is not every city's or region's answer to economic development and only selected locations will prove to be suitable to nurture these ventures and allow them to flourish. Despite this, many communities

around the world are willing to wager millions in funding the design and construction of such complexes. In harnessing the potential of technological concentration (in the form of a science and technology complex) as a catalyst for urban development, one has to understand not only the social and institutional, but indeed the spatial frameworks that create the conditions for the continuous generation of synergy.

While a single spatial model for a science and technology complex does not exist - and these ventures range across a wide spectrum from small compactly built campuses to large low-density sites - the question may be asked: "What are the opportunities or (shortcomings) in considering such a venture for an existing (brownfield) versus a new (greenfield) site?" Such advantages may include the quality of local institutions; the quality of life; the presence of entrepreneurial networks; a trained labor force; a favorable financial climate; a favorable real estate market; good transportation infrastructure and others.

The work presented is based on a mapping of the current state of success of some of the most mature science and technology complexes around the world. The investigation was aimed at compiling a set of best practice scenarios relating to the urban planning, design and development of these complexes, as well as to advantages (or disadvantages) associated as to their location choices. The findings have been based on bibliographical research as well as information collected from on-site filedtrips.

Lastly, an alternative to the "technopolis" idea is proposed based on an evolving case study for the development of a science and technology complex in Singapore. This may prove to be a less costly and more robust development choice for cities or regions considering similar ventures and whose planning and design guidelines may be of interest to both scholarship and practice.

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New Urbanism in Australian Suburbs : A Critical Appraisal

In recent years, there has been a tremendous shift in the urban form of new residential development at the fringe of Australian cities. Inspired by the design principles of the New Urbanism movement that originated in North America in the early 1990s, planners and developers embraced new physical templates for residential neighbourhoods that were seen to support core sustainability objectives such as better environmental protection, greater social justice and enhanced economic opportunities. In particular, substantial progress has been made towards the integration of natural watercourses and other environmental features, the provision of pedestrian-friendly and interconnected movement networks, a greater variety of housing

types and lot sizes, and the orientation of commercial and social facilities around main streets and other high-quality public spaces. After the inclusion of these principles in the statutory planning frameworks of most Australian states, it can probably be said that the implementation of the New Urbanism design philosophy is now more widespread in Australia than in any other Western country with high rates of urban growth.

This paper will assess some on-the-ground examples of New Urbanism-inspired residential developments in Australia and will argue that their most tangible uptake of sustainability principles lies in the areas of environmental design, local walkability, and to some extent in the provision of different housing products within the same neighbourhood, to suit the needs of different household types. While these achievements are undoubtedly significant, this paper will argue that some innovations appear to be pursued chiefly to enhance the visual presentability of new subdivisions to the marketplace, and that most new Greenfield developments continue to fall dramatically short on sustainability performance criteria when compared to established inner suburbs, particularly in the areas of transport energy use and accessibility, local employment opportunities and social cohesion. It will propose a much closer coordination of urban design with transport, economic and social policies at the periphery of Australian cities, draw on examples from Melbourne and Perth where this is currently being attempted, and outline an agenda for research that could assist in meeting the challenge.

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Architectural Controls: Theory and Practice

Certain established communities are worth preserving. They are worth preserving because they represent who we are: our identities and our traditions. This is true regarding the spirit and culture of a community as well as its physical expression. As Vincent Scully remarked, once you raise a building in an existing street, you continue "that dialogue between the generations which older buildings embody" (TLS). The new should recognize and respect the past. However, we must also recognize that communities we live in evolve, and this evolution, we will argue, must also be respected. Our individual identity is, in part, a reflection of our cultural environment and our tradition; however, it is also, in part, self-creation. This is also true of our communities. Just as we evolve as an individual in dialogue with our traditions, so should the physical manifestations of a community be allowed to evolve, in a dialogue with its past.

This poses a problem for planners who are trying to preserve the character and traditions of communities. Planners control the physical character of a community through architectural (development) controls. There are different degrees of architectural controls; some are more prescriptive than others. We will argue that we need a way of preserving those features of our communities that reflect its traditions, and, consequently, its identity. However, in doing so, we must also recognize the inherent evolution of communities. But do we need to legislate aesthetic case / architecture? How do we set up a decision process that maintains the quality and continuities of a place on one hand while respecting the contribution of an individual innovation? We will propose that a proper solution to this problem would involve setting up a dialogical process that mirrors the relationship it is meant to adjudicate. The solution is an ad hoc, case by case process; setting up strict algorithms is doomed to failure. No handbook of do or do not for architectural style and features will be successful. Such a process, as we will illustrate, usually fails. Case studies from North America (Calgary) and Europe (Prague) will be presented to demonstrate different approaches to architectural controls.

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Urban renewal in Shrinking cites:an urban design strategy of maintaining and administrating housing projects

Urban design strategy of maintaining and administrating housing projects

The urban design strategy of maintaining and administrating looks for the strength and uniqueness of a housing project. It works with the existing qualities of housing projects, such as building qualities, open space qualities and location qualities. Maintenance and administration, two terms that are originally used mostly in the field of up-keeping green spaces, define the keys of the strategy, where housing projects have to be maintained and administrated over the course of time constantly to keep their qualities. Maintaining means also to up-date in consideration of the changing needs of its users (dwellers). In addition housing projects need to be managed/governed like a small firm or small town. It has to fulfill also the social needs of its inhabitants to keep them from moving to other neighborhoods.

The strategy defines four fields of action: 1. Costumer services to the dwellers, 2. Maintenance of the urban design qualities and landscape, 3. Up-dating of the building structures and 4. the creation of a housing brand/ housing label. The overall aim of the strategy is to keep housing projects that

have originally served a high standard of living in space and built environment, from deteriorating. Housing projects from different decades should be saved to ensure the variety of housing qualities within the urban fabric. And if at final building structures cannot be saved, the demolishing of housing structures should be done to enhance the quality of life in the surrounding neighborhood.

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Mapping mathematical properties to a graph-decomposition of urban areas

Hitherto, scientifically grounded substantive knowledge in the area of urban design has been poorly available. New developments in the past decades in network theory and complexity theory open up new ways to see the urban fabric. Based on mathematics our research aims on the long run to construct guidelines for urban planners and designers. By using the graph-approach to decompose the urban fabric we find the meaning of mathematical properties of the urban fabric.

To say anything at all about an urban area in mathematical terms, one must convert it into a mathematical entity. In the graph-approach we decompose the urban area in points and lines. We can think of several definitions for what a point actually encompasses, such as a definition based on land cover or function. The lines represent relations between the urban elements (points), such as adjacency or mutual visibility.

Apart from taking into account relations among urban elements, we also incorporate the complex interaction between observers and their urban environment. For these observers the primary relation is an increasingly restricted information flow from the environment to their brain. Our research into this process uses input from ecology, information theory, physiology and environmental psychology.

Several test cases are investigated using this approach, such as old inner cities, post-war districts, modern neighborhoods, rural areas and regions. What do the mathematical properties of their graph-decompositions mean for these areas? Are they safe, healthy, transparent for navigation and pleasant?

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Spatial conditions for a typology of shopping areas in Dutch cities

This contribution is meant to identify the different types of shopping areas in Amsterdam and Rotterdam. For this purpose it tries to assess what their spatial configurable features are and how they relate to urban scale in terms of local areas, the entire city and its region.

A comparative account of Rotterdam and Amsterdam's shopping areas in the 1930's as well as today allows for a classification of their various types and sets out in what ways they came into being. In particular the location patterns of shops are compared with configurative analyses of Rotterdam and Amsterdam's street grid. In the first instance the paper claims that a shopping street's degree of connectivity to a city's street grid on both a macro and on a micro scale determinates the location of different types of shopping areas. Moreover, the types of shopping areas depend on transportation modes and the density of the surrounding area's street grid. The way people shop and the way sellers try to reach their potential customers depend on the spatial configuration of an urban grid. The most integrated streets on local and global urban scales have the shortest topological distance from the whole built environment. On which urban scale potential customers move and live conditions in a specific manner the types of shopping areas and the kind of urban centrality they depend on.

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Grand Commercial Investments and their Impact to the Quality of Urban Spaces. (The case study of the Slovak Republic)

The goal of the paper is to give an overview of the commercial investments problems in the towns urban structures and their surroundings in the Slovak republic. Construction of the grand commercial investments without any particular conception draft has a great impact to deteriorating of functional efficiency and environmental qualities of the Slovak cities and their surroundings. There is also an influence to the quality of their spatial and functional structures. The preference of "self - organising" tendency of commercial facilities is also considered as a problem in contemporary Slovak conditions. There are also many difficulties of integration (unintegrated forms) of the commercial investments especially into the urban fabric.

The paper show analysis of the present state of allocation of grand commercial establishments in Slovakia from the view of impact to the efficiency of the city operation, influence to the entire to the city image,

influence to the quality of public urban spaces and impact to the quality of environment.

The paper present model solutions of implementation of various types of the grand commercial facilities to the urban structure in the Slovak cities: watching of optimal location of facilities from the view of optimalization of concentration capacity (on the level of entire city as well as its parts), integration facilities to the urban space, cultural – historical and importance context (from the level of gravity centre, variety of functions).

Conclusion of the paper is oriented to the setting regulatory conditions for allocation of various functional types and form of the grand commercial investments in different locations of the Slovak city in consideration (in refer) to the various character of urban structure.

Modeling and Community Development

Final Chat

Between: Michel, Director of MIMMO
Michela, Urban Department

TRACK 6 : **Housing and Community Development**

Track Chair :

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TRACK 6 :

Housing and Community Development

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New settlements in Egypt as a mean of Housing and Community Development

New urban settlements are one of the means of housing levels and community services development in Egypt. It is seen as an alternative for the existing informal and the high density polluted settlements in the Egyptian capital regions such as Greater Cairo Metropolis and the region of Alexandria. This alternative is supposed to contain the urban and the population growth in such regions. But urban planners are facing a problematic fact which may be translated into the following question:

Despite the great efforts that urban designers are making in Egypt, why are we suffering of the inefficiency of the current urban planning scheme in Egypt in general and particularly in the new settlements? The time lag between their tasks and their achievements are represented by several phenomena. For example, we can see that after 25 years, some of the new towns are still empty and we can call it "ghost towns". They are not capable until now to participate in the Housing and Community Development.

In order to carry out the tasks of our research, we had got to construct, during our previous study, a theoretical and historical background of the different types of new settlements all over the world. We have chosen the latest period of this experiment. First of all, we have tried to determine the common points between the different experiences. After that, we have analyzed the particularity of each one and illustrated some examples representing these experiences.

Then we had applied our theoretical output on the Egyptian example. We had got to construct several questionnaires according to the needs of our research.

As a conclusion, we tried to recommend some policies to help the decision-makers and decision-takers in the process of designing a new settlement to contain the cities' urban overflow. We tried, in addition, to give some recommendations and policies which may help to cure our current inefficient new settlements and transform them into active elements, smoothly running and participating in the country's urban development.

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Will Brownfields Redevelopment Alleviate the Housing Crisis? A Systematic Assessment of Los Angeles County

This paper presents results of recent research on brownfields redevelopment and its potential to alleviate the impending housing crisis in Los Angeles County. In the last few decades, California (including Los Angeles County) has experienced rapid population growth driven largely by immigration and natural birth. Unfortunately, California also faces a growing housing shortage. According to the state Department of Housing and Community Development (HCD), homebuilders and developers should be building an average of 220,000 housing units each year between now and 2020. However, construction rate lags significantly below that goal. Fewer than 150,000 building permits were issued in 2001 - approximately 32 percent shy of the state goal. With a sluggish economy, further decreases in housing production are likely. HCD now projects a staggering unmet need for 3.7 million low-income units by 2020. The fact that state and region's housing production has not kept pace with population and employment growth exacerbating housing affordability and overcrowding is well documented. The question is whether vacant and underutilized sites including abandoned stores or strip malls (greyfields) and contaminated sites (brownfields) left in the wake of manufacturing can be recycled to develop new housing. How many sites are suitable for housing and what impact will they have on increasing affordability? What are the impediments and opportunities to developing housing on brownfields? To answer these and related questions, we have divided the paper into four sections. First, we present a new methodology to estimate the number and total acreage of brownfields that exist within areas suitable for housing. Second, we quantify the potential number of housing units that can be built on these sites through various housing types and densities. Third, we determine the effect of these additional housing units on affordability. Fourth, we compare and examine the core costs of housing units built on brownfield sites with housing constructed on unimproved land with no utilities. In addition, we present results from interviews and developer survey that identifies housing built on brownfields, remediation and infrastructure costs, common contaminants encountered, remediation funding sources, ownership issues, cost per unit built, and major impediments to development.

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Public, Private and Third sector and the housing problem in Italy

This paper moves from the experience of a feasibility study for a new housing institution that the Department of Architecture and Planning of the Milan Polytechnic has developed for the biggest bank foundation in Italy.

In the first part the context is described: the deep transformation of the demand, the contraction of public intervention in a general situation of strong contraction of housing for rent.

A situation in which accessible housing is becoming a critical factor that is at the core of processes of social segregation and is also a limit to development.

In this context the bank foundation Fondazione Cariplo has started some years ago to fund housing projects proposed by third sector organisations with the objective of favouring innovative projects, with a participatory character with an integration of housing and services provision. Very effective but small projects that have not been able to make a difference in dealing with the problem.

From this experience in an open discussion with experts and activists Fondazione Cariplo has decided to explore the possibility of launching a new housing foundation and also a financial tool to promote projects at a wider scale.

After a first phase of study now the initiative is moving its first steps. The first phase will see the launching of a programme for a group of 650 apartments. The paper describes the experience that the author has directed reflecting also upon European and American examples that have been studied to draw inspiration and critical considerations for defining the profile of the new institution.

A discussion about the implications for the relationship between public, private and third sector actors is presented.

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Change in social housing estates as a public issue. Some reflections over recent experiences in Italy.

The bid for the second generation of "Contratti di Quartiere" (a national urban regeneration program on public estates) has risen initiatives, meetings, congresses all over Italy. The debate mainly deals with presentations and evaluations of the first program (actually under

implementation) and over the conditions of success in the application to the open bid, displaying a main focus on the integrated and participated feature of the projects.

At a close sight, like other programs and in the best tradition of area based policies, the Contratti di Quartiere have offered interesting perspectives in opening the decisional process involving local actors and institutions in the design and development of projects orientated to the integration of sectorial policies and actions.

But if we consider the experiences from the point of view of the local government in charge of them, the scene is more complex. How much did the Contratto di Quartiere activated a real re- or dis- organisation of the functioning of local policies and services? How much the social dimension of the work they imply has contaminated the categorial and sectorial attitude of social services? How much do they contribute to produce new forms of intervention and management of social housing? These questions seem to be mainly neglected. On one side the attitude is to focus on comprehensiveness, as if the orientation to integration equals comprehensiveness and the Contratto di Quartiere becomes a collector for everything.

On the contrary, several experiences display the best results in terms of institutional learning whenever they have stimulated the capability of institutions and the actors involved in dis-organising administrative forms of treatment of the demand and in setting, re-structuring, negotiating, managing new forms and modes of dealing with issues which are more strictly connected to housing. It is when the work on housing tends to emerge in a public dimension, out of a sectorial and 'block box' tradition, that the activation of residents may produce conditions for enabling poors, users, the targets of the policy to become actors that discuss and bargain.

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Making Business a Partner in Redeveloping abandoned central city property

A tremendous, and largely unrecognized, opportunity for revitalization may exist in many central cities in the form of temporarily obsolete, abandoned, derelict sites, or TOADS (Greenberg and Popper, 1994). Tentative data indicate that TOADS are common in central cities. Yet their potential economic contribution if reused/redeveloped remains largely untapped.

The overall goal of this research is to determine under what circumstances the reuse/redevelopment of TOADS can have significant positive economic impacts. It was hypothesized that the degree of positive economic impact would vary with the range of methods used to encourage TOADS reuse and with the presence of brownfields. First, information on successful programs

in major US cities was studied in order to identify a range of successful methods for TOADS reuse. Next, economic impacts of reuse of several TOADS sites were analyzed, using fiscal impact analysis, benefit-cost analysis, and other statistical methods whenever possible, in order to see whether their redevelopment had a significant positive economic impact and whether the degree of impact varied with the range of reuse methods used or with the presence of brownfields. Then, a mail-out survey of all US cities over 100,000 population was conducted to determine how many TOADS central cities have now, what the costs of these TOADS are, and what barriers to TOADS redevelopment may exist. Finally, the data was synthesized to draw conclusions about the potential costs, benefits, and barriers to widespread reuse/redevelopment of TOADS.

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The demand for urban sprawl: a case study of household location choice in Merseyside, UK

Urban sprawl continues to be a phenomenon of great concern in metropolitan planning, with environmental, social and economic consequences that represent the antithesis of sustainable urban development. At a time when governments and planners across Europe are increasingly concerned to encourage compact cities it is important to understand why so many people wish to live in sprawling suburbs.

This paper is concerned with urban sprawl in Merseyside (the Liverpool conurbation) and examines household location choices and neighbourhood satisfaction in order to better understand the motivations behind household movement to 'sprawling' peripheral areas and movement to 'core' inner urban areas. The research is based upon postal questionnaire surveys sent to a stratified sample of over 1,000 heads of households in newly-constructed dwellings in Merseyside.

Our findings suggest that, from the perspective of many individual households, there is a 'social logic' to the process of urban sprawl. For many the 'quality of life' is better in many peripheral locations compared with the inner areas, and this is likely to lead to further demand for urban sprawl in the future. The only countervailing pressure comes from the trend towards smaller household size, particularly the growth in one and two person adult households. It is these groups who, above all others, are willing to move back to the urban core and who find most satisfaction in such localities.

Our findings support the view of Breheny (1997) and others that many households find it very attractive to live in lower density sprawling peripheral locations and are unlikely to find many of the features that they value within

the inner urban core. However, in addition to this we have also found that the perception of housing as an investment good adds another dimension to the equation that has yet to be adequately accounted for in policy.

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Observation post, observation mission, audit, decision help, are some of practice which are abounding around the local policy. This growing is heterogenous and not really structured. Practices vary according to the means and the finality. Housing, living conditions, assemble specific stake of observation practices. In fact, those thematic need a multidisciplinary view on socio-economical and territorial situations. It need a global and particular type of analysis. For example, so as to understand and have a special looking on phenomenal need to take global functioning of territory and society into account. Aims, means and method of procedure taken by local observation are some of the first element which could drive to the formalisation and the definition of those practice. Causes of this deployment are multiple. Decentralization and growing of valuation of political method are some of the main reasons of the development of observation method. The necessity to legitimate and perpetuate their action found the development of such practice. So as to give more information, a specific looking could be done on legislative, theoretic and technical evolution. In fact, since a twenty year the organization of french local collectivity know a major reorganization of administrative competence which give a new importance to the local institution. Accompanying this movement, there are important modifications of the organisation of public service (mission and management). Relation between structures which are developing observation method and their sleeping partner are heterogeneous. The analyse of this link could be a good way of distinction of the different form of the observation. Moreover, evolution of local observation method are equally based on scientific evolution. It is interesting to examine so as to analyse their development or even to manage such method. Finally, financial human and technical means at the disposal of local observation are the consequences of institutional and economical evolution. The aim of this publication is to suggest an explanation on the method of local observation in housing and living conditions to put this experiences in social, economical and territorial context, using the Drome department as a case study.

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Understanding the housing market to achieve Sustainable Communities

The UK government recently unveiled its Communities Plan, which aims to tackle the very different problems of affordability in the south of England, and low demand in the north. Both problems represent a malfunctioning of the housing market due to a variety of reasons including land availability, negotiation for low-cost housing, a poor understanding of market and neighbourhood dynamics, and regional economic and demographic patterns. Part of the Communities Plan is a programme of investment in failing housing markets in the worst-affected areas in England. To this end, nine Housing Market Renewal Areas (HMRAs) have been designated, which are collections of local authorities that have been charged with drawing up plans for housing market restructuring in their areas. £500 million have been allocated over the first three years. The plans are supposed to cut across boundaries, lever in private investment, and innovate in their approach to creating sustainable communities and markets. This paper draws on experience of and findings from a number of research projects to assess the characteristics of housing markets in HMRAs. It critically examines the process of understanding the housing market that HMRA teams underwent, and the way that this has informed the development of their investment plans. It finally considers lessons that could be learnt in planning for housing market renewal and assesses the potential of new and more sophisticated housing market models and analytic techniques within this process.

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Regulation as an instrument of housing policy: the Spanish case

Housing has become a major issue in Spain in the last few years. A combination of low interest rates, favourable fiscal treatment to home-ownership, increased foreign investment and demand, macroeconomic growth, increased number of households, lack of alternative investment opportunities, among other factors, have contributed to a housing boom that has put out of the market an increasing number of households, particularly the young, the divorced, single parent families, those on unstable and part time jobs, and other low-income groups. This has occurred in parallel to a quasi-dismantlement of the main instrument of housing policy in the country,

the so called publicly protected housing, or viviendas de protección oficial (VPO).

This instrument created in the 1950s has not been replaced by alternative policy options.

The system of VPO is based mainly on the use of regulation rather than direct public development as the main way of public intervention in housing policy. Housing is developed by private developers mostly, under public regulation. The main traits of this systems are the following: requirement of quotas of protected units as percent of total new housing; price controls on both housing and land, this last as percent of the former; use of a specific zoning category; income ceilings for recipients; some subsidisation of land development costs for developers and of interest for buyers; prohibition of resale but at controlled prices for a certain number of years; maximum size, space and technical requirements.

This system has worked reasonably for several decades, but it has undergone serious problems in the last 10-15 years. A main problem is avoidance of the law; another is fraud, both by developers and buyers.

This paper will examine the main characteristics of this specific housing policy instrument and its present problems. It will then propose a series of measures for renovation and adaptation to present day conditions of an instrument which has proved its usefulness for many decades and can still be of great interest in today's context of limited public funding and greater reliance on markets and regulation.

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Research on the Design Guidelines for Historical Inner-city Housing in Kanazawa

Kanazawa, located on the Japan Sea side of Honshu, is regarded as a regional center with a population of 500 thousands and is also well known as a historical city, a castle town originated from the feudal Edo Period. However, its rich historical environment is endangered due to the recent urban development and reconstruction of inner-city housing areas. To tackle this problem Kanazawa Institute of Technology has formed a project team composed of experts in urban planning, housing, and environmental simulation to propose a set of design guidelines so as to prevent uncharacteristic modern housing built in the historical areas and to enhance the city's historical environment in the future.

We analyze existing houses of both historical and modern units to find common characteristics of housing functions and design elements. And then we identify design criteria to satisfy modern living needs and to match

historical townscape. We develop a computer graphic simulation model to test appropriateness of our design and modify the design based on the opinions by community participation.

We propose a set of design criteria to be used as our proposed guidelines. They are:

1. Proposed design should have two types, Bukeyashiki (Samurai residences) and Machiya (townhouses), depending on the location and neighborhood characteristics;
2. Bukeyashiki should have a front garden with the gable on the street-side. Its parking spaces should be enclosed by the wooden wall and the gate;
3. Machiya should be attached with adjacent units and have a court inside with the roof on the street side. Its parking spaces should be accommodated inside the house;
4. Both types should have traditional Tatami rooms including Zashiki, a guest room; and
5. The exterior design should conform to certain design criteria of Kanazawa style.

The guidelines we propose are only preliminary. They have to be discussed by a broader group of experts, citizens and city officials. However, it is a good first step to have visual CG representation of the guidelines as people can have clear images of what they will build and how the city's townscape will improve

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Urban renewal in housing areas in France and the Netherlands: a differentiated approach

Starting point of this paper is the argument that in urban renewal of housing areas, a central role of public intervention is to influence the meanings of an area for the wider city, in order to create an image which is more inclusive and attractive, and which has the capacity to reinsert the area into the common social and economic dynamics of the city. This is in line with Healey's observation that strategic planning may be understood as articulating and mobilising its imaginative form in such a way that it has the power to frame material actions of the different actors (Healey, 2002). Unlike Healey's paper, the focus in this paper is not on the strategic level, but on concrete interventions in the areas concerned, and their impacts. The central question is: What are the "levers" for changing the image of housing areas that are subject to urban renewal?

The paper starts by presenting a classification of urban renewal projects in housing areas, building further upon the work of Piron (2002). This classification is used to choose four different cases of urban renewal

projects, two in France, two in the Netherlands. In both France and the Netherlands, funding for urban renewal is more and more made available for local planning authorities in contracts with central government, based on strategies elaborated at the local level (Verhage and Bonneville, 2003). The local authorities obtain more autonomy to realise such strategies and as a consequence, local initiatives which are implicitly or explicitly aimed at changing the image of renewal areas flourish. This paper conceptualises the range of local activities in urban renewal, in order to provide a frame of reference for future action.

On the basis of the case studies, different categories of "levers" that act upon the image of urban renewal areas are identified. It is explained through which mechanisms each of these categories exerts its influence. Then the categories are linked to the different types of urban renewal projects distinguished at the beginning of the paper, in order to outline available renewal strategies in different situations.

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Alternative Settlement in Beijing: Space & Hope

Beyond its physical form, urban space is rich in social connotation. The change of space over time is the outcome of the intervention of diverse, social, cultural, political and economic factors. In Beijing, a city that has undergone historical and political transformation, there are many "informal" spatial phenomena-- some ignored corners in the city, which in dire need of consideration from serious scholars and planning institutes. Here in the paper, some "alternative" settlement phenomena are analyzed, based on first-hand observation. In search of the meaning of these social spaces, I critically analyze the interactive process of space and society during the phase of rapid growth of the market economy in Beijing.

The paper includes three parts. First, there is a brief review of Beijing's development, especially in the past 20 years. This provides the background information for the understanding of the formation of those distinct and informal spaces. Second, it includes an analysis of several main approaches to Beijing's urban renewal recently. Third, I introduce a unique case study of the artist village in Beijing, which represents a special cultural groups searching for their own location in both social and spatial senses. In this artist village, the artists who could not get recognition from the mainstream art field live an isolated life, while in urgent need of communication with the outside world. They assemble here, seeking for opportunities to improve. This exceptional form of urban life is an outgrowth

of the cultural and economic situation. Urban space is actually shared by diverse interests. They have their own hope and their distinct understanding of the city. But urban space is also a territory of different kinds of hegemony, from the Forbidden City in feudalistic dynasty to the reign of commercialism today. As a minority, they have difficulties in occupying space within the city. So the evading of the artists to the suburb is not completely a passive action. It also represents their detour inclination to urban life.

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The Housing Market Renewal initiative, a central component of the government's Sustainable Communities Plan (ODPM 2003), focuses on problems of low housing demand affecting many multi-tenured neighbourhoods in older urban areas. It has involved the designation of nine Pathfinder Partnership Boards in various local authority areas in the Midlands and the North of England, focusing on neighbourhoods where low demand is 'hardening' and areas 'at risk' of housing market collapse. Each Pathfinder is expected to prepare a strategic prospectus (an integrated investment framework) and local delivery plans (area development frameworks) for a 15 year programme of neighbourhood renewal expected to transform the prospects of such areas.

With almost all the prospectuses having been submitted for governmental appraisal, and with four having been approved (Manchester/Salford; Newcastle/Gateshead, Merseyside, East Lancashire), and with committed funding initiatives in place for the period up to April 2006, each Pathfinder has entered into agreement with ODPM on the basis of their agreed strategic plan. They are currently involved in 'rolling out' their initial programmes and action plans, and to securing the necessary funding for the second phase of governmental commitment (2006-2009).

The paper aims to focus on a critique of initial strategies to investigate concerns over their vision, content and focus, and their approach to intervention instruments. It will pay particular regard to the neighbourhood and community impacts of the initial programme, the contribution of the various public, private and resident community stakeholder involved, and the prospects that this initiative will deliver neighbourhood revitalisation. It will attempt to clarify the distinctiveness of this approach in comparison with established regeneration strategies, and its likely long term impacts on housing market dynamics at the local and sub-regional levels.

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Planning and Institutional Transformation: Cases and problems in institutional design

Institutional transformation has been identified as a key issue for planning theory and practice, if planners are to be helpful in enabling governments, communities, and organizations to address emerging and prevailing problems. This implies an intimate relation between planning and institutional design (ID). Exploring the dynamics of this interaction in realistic planning contexts, various definitions and applications of ID are reviewed: "subjective" – where planning is at once the subject and object of institutional transformation, and "objective" – where the planner/"designer" is distinct, and ID as institution-building, institutional transformation and creation.

Most ID involves coping with complexity, and simple answers to ID problems are intrinsically fallacious. Like all design, ID does not involve ordinary logic, but has its own logic: effectiveness cannot be achieved by optimization, but is a matter of "goodness of fit". ID factors to be addressed include governance, coordination, agency, and allocating responsibility and risk. Success or failure depends less on broad prescriptive principles, but more on detailed micro-scale solutions. Some planning-related cases are analysed to illustrate these propositions; they include:

- Environmental insurance: a proposal for site-specific insurance in the U.S. (analogous to Title Insurance) against environmental hazards, and what became of it.
- Highway privatization: a first-cut analysis and evaluation of the franchising of Highway 6 in Israel.
- Privatization of development control in the U.S.: substituting contractual covenants and restrictions for public zoning – Houston and others.
- Outsourcing planning conformance review and building regulation compliance monitoring in Israel: the Tel-Aviv experience and its implications. This case analysis is also invoked to address the "planning vs. markets" debate, and shows how transaction cost-based institutional analysis makes the case for planning, not against it. ID and institutional analysis supported by transaction cost theory force us to recognise complexity and abandon superficial dichotomies (like "planning and markets") and broad generalizations (such as "privatization is more efficient" or "social justice demands public planning") to focus on the specific contingencies of the issue at hand.

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Discursive Mutilations of Empowerment: From Emancipation to Exploitation

This paper concerns the discourse of empowerment within the field of human settlements development and local government policy making. It examines the recent popularity of the closely related notions of social capital, community participation and empowerment in the context of larger socio-political global trends. It traces these discourses from their theoretical origins to their current application by governments and the international aid industry. Most importantly, the paper analyses a process of de-politicization, in which the discourse of empowerment masks processes of oppression and thereby turns participatory tools of emancipation into exploitation. It argues that these participatory tools have been appropriated by governmental agencies but offer weak forms of change.

The case is made firstly by discussion of the empowerment discourse that is employed by municipality of Cape Town, South Africa in its community-based waste collection scheme. Secondly, attention is focused upon the realization of equal opportunities policies within the West Midlands of England. The paper concludes that conceptualizations of social capital as a benign quality dangerously divorces us from understanding communities as groups with conflicting interests and priorities.

Moreover, promoting empowerment as an individual activity bestowing self-esteem does not offer hope of emancipation from existing power relations and further binds changes within a depoliticised realm.

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Planning the unknown: planning as reducing uncertainty

Planning is inextricably bound up with reducing uncertainty. "Today there is no single prescribed role for the planning professional, and planners must learn to live with ambiguity, uncertainty, and change" (Alexander, 1992: 136). The days of blueprint planning are far behind us.

Institutions are devices for reducing uncertainty (North, 1990). Therefore, institutions play an important role in planning theory and practice (see e.g. Verma eds., forthcoming). In land use planning, we find the traditional

hierarchical tools like zoning that increase certainty for both the local government and the property owners. Other institutions that are rarely used as 'tools' (maybe except for transferable development rights), but nevertheless reduce uncertainty and affect land use are property rights. Contracts and covenants are also signed to minimise uncertainty.

Creating and using these institutions involves costs. Different institutional arrangements involve different amounts of costs and a different distribution among the parties involved (Buitelaar, forthcoming). Institutional economics provides a framework for comparing institutional arrangements on their (transaction) costs. In this paper, I compare the creation and use of institutional arrangements in an English and a Dutch housing development case to see whether we can make judgements about the efficiency of different ways of dealing with uncertainty.

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Justice and planning: the key dimensions of situated ethical judgement

The idea of justice is central to the theory and practice of planning. However, the conceptualisations of justice that have, in the recent past, influenced mainstream debates in planning theory have led to a focus on procedural concerns while questions of value and the good have been rendered problematic in a world of plurality and difference. The paper will critically examine the wider intellectual context of academic debate about justice with the purpose of proposing the key dimensions of a re-conceptualisation of justice for planning that endeavours to link abstract principles to context-sensitive judgement of particular cases. The argument will be presented through consideration of two key themes. The first concerns the relationship between the rights to liberty of individuals and the obligations that they owe to others; justice for whom? The second explores 'reasonableness' in relation to those matters of public policy that are central to the task of the planning activity; with what is justice in planning concerned? The paper concludes by arguing that justice in planning is about situated ethical judgement.

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Measuring Quality in Planning: Towards a Holistic View

In a context where the 'value added' by public services increasingly needs to be measured and proven, and where those aspects of the public service remit which can not be directly measured can – as a result – be undervalued, this paper reports on a research project which aimed to explore if and how the quality of the planning system might be appropriately measured.

The research represented a journey through which it gradually became apparent that the aim and original objectives underpinning the work had been constructed too narrowly. Thus it was accepted early on that to avoid a 'reductionist' approach to the measurement of speed, design, or any other aspect of quality in planning, that measurement needed to occur within a 'holistic' framework that encompassed all quality dimensions. The conceptualisation of quality encompassed in the research therefore needed to be broad, and the research refocused on a more fundamental examination of the nature and measurement of quality in planning.

This paper examines the research methodology, the research journey and the key findings from the work. It concludes by tentatively presenting a new model for quality measurement in planning.

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Metaphors in the Use of Complexity Theory in Planning

The paper examines the hitherto use of the Complexity theory in planning by examining the use of metaphors derived from the Complexity theory in planning literature. Key recurring metaphors are identified and their meaning in the source domain examined. Ways in which these metaphors are employed in planning literature is then examined with particular emphasis on its theory construction potential.

The first section of the paper reviews the literature on metaphors in academic use. It reviews the main purposes of metaphors focussing particularly on their role in theory construction as opposed to explanatory or pedagogical uses (Boyd, 1993). It then highlights the main classifications of metaphors according to their nature, drawing out the distinctions. The dimensions of metaphoric transfer are further reviewed (Hunt and Menon, 1995). The second section of the paper provides an overview of the Complexity theory, (Waldrop, 1992) describing the context and use of three

metaphors within the source domain. These are further examined for the key 'denotative' and 'connotative' meanings (Hunt & Menon, 1995).

The third section of the paper identifies the secondary domain within planning systems theory in which these metaphors have been used (Ragsdell & Wilby 2001, Aida et al, 1985). It then sketches out the background of the domain within which the metaphors have been used and analyses the key purposes served, focussing particularly on its contribution to theory building within the secondary domain.

The final section of the paper concludes on the results of the study. It evaluates the purpose served by the metaphors with regard to theory building, reflecting both on the compatibility of the source domain with the secondary domain, as well as the adequacy of the tool used. Directions for further research in theory construction using the medium of metaphors linking the Complexity theory to planning are suggested.

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Putting Burke to Work in Planning: Rhetorics of Form in Discourses of Planning

Many planning theorists frame planning as a communicative practice. Currently, some theorists emphasize the agency of participants in a discourse to create build new shared meanings and to create new and liberating narratives. Others emphasize the limitations on planners and participants, or the enforcement of limitations by planners. According to these theorists, planners do no more than reenact and enforce the current distribution of power and materials goods through their use of conventional speech. The territory between these two perspectives is the domain of form and invention in planning discourse.

In this paper, I will outline the model of communication expressed in the work of Kenneth Burke, focusing on the role of communicative form. I will then briefly review the major traditions of communicative analysis in planning, and show how these could benefit from an explicit theory of form. Drawing from Burke's work, the requirements of social language use itself, and the vocabulary of forms that we have available to us, should frame our explanations of communicative action.

While some theorists have touched on the importance of form in communication, and most inevitably account for the role of form in communication using another descriptive vocabulary, most do not give explicit recognition to the durable and explanatory role of form. Theories of communicative form enrich our ability to speak of the extent to which our use and understanding of language is constrained by convention, and the paths through which innovations might be possible.

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Planning for the elites: exclusionary design and informal settlements in Rio de Janeiro

This paper will analyze how exclusionary planning policies are shaped into urban plans for city expansion in two cities in the state of Rio de Janeiro. I will examine two plans with different design principles implemented during 1980s in the cities of Rio de Janeiro and Niterói: Lucio Costa Plan for the Baixada de Jacarepaguá and Harry Cole Plan for Itaipu. The paper will focus on the relationship between design principles, idealization of society and urban elite interests and how it creates an artificial reality that ignores the urban masses and its housing demands. It produces as a result an exclusionary design that reflects elites social aspirations and realizes economic gains of land interest groups. The excluded poor population seeks to create its own models of urban design, based on its scarce resources, on pragmatism principles and on Brazilian popular urbanistic traditions. At the end, "favelas", informal settlements and exclusive elite condominiums compose these expansion areas, composing an urban mosaic very different from the models of ideal cities dreamt by urban designers and planners. I will briefly outline the design principles of these two plans, the social and economic context of the areas and the interest groups involved. I will then analyse the resultant environment defined by two types of land occupation: the formal and the informal.

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Integrating complexity science into planning; truth or dare?

The focus of this paper is on the possible contribution of complexity science to planning thought and practice. Motives for this inquiry have both a theoretical and practical origin.

First, from a theoretical viewpoint, it is considered interesting to look at the implications complexity science could have in understanding reality and the construction of this reality. In this more abstract and philosophical sense, it is possible to shed light upon the material object of planning: the social and physical environment.

Second, from a practical viewpoint, the inquiry into the possible implications of complexity for planning becomes more urgent, when considering recent changes in planning. During the last few decades many processes and

phenomena in the social and physical environment have been considered to be more and more complex. Although this has had major impacts upon planning thought and practice (notably the rise of communicative practices and changing institutional arrangements), not much attention has yet been paid to the possible relation between planning and the science which studies complex phenomena: complexity science.

The central question addressed in this paper can now be described as: 'what are the possible contributions of complexity science to planning thought and practice?' The question will be addressed in following two approaches. One is based upon a view of problems in planning as phenomena, which differ in complexity. The classification of problems along a spectrum between 'simple' and 'complex' will be proposed. Following the insights derived from understanding this spectrum, it is also suggested that if problems change in complexity, the approach of these problems should change concurrently.

A second approach focuses upon the relations between complexity science and human interaction. Especially, while looking at multi-actor decision-making processes, the ways in which solutions and ideas emerge from interactive processes is considered an interesting starting point. Also organizational learning and knowledge creation will be addressed.

Results from both approaches will be merged into a comprehensive and consistent view upon planning thought and practice. Although the main focus of this paper will be in adding arguments to planning theory, also practical implications for planning practice will be expressed.

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Benefits of a lay-discourse? The construction and deconstruction of a historical relict in the context of landscape, planning, and society

In the east of Holland a lot of relics are still present of 'The Ijsselline'. This defensive waterline with was built to form a water barrier in case the former USSR would attack the west. Most of these relics, like bridges, bunkers, sluices, etc. still exist. Although many of these relics are still present, they are dealt differently within the various contexts in which they exist.

This paper presents the results of a case study that focuses on the various ways people deal with these relics from the cold war. By focusing on the different ways the relics of the past are treated and given meaning by various groups and within different discourses, we will try to gain insight into the social and political mechanisms that are underling these differences. By making these mechanisms explicit, we can construct some new ways of thinking about the use of cultural heritage, within the field of spatial planning.

In the paper we will first show that the way people deal with relics of the past (in places and landscapes) are influenced by the following factors and mechanisms:

- The multiple ways people interpret landscape, places and the past.
- The processes of the social construction of various meanings people attach to landscape and construction of history
- The different intentions people have towards the landscape, places and the past. And 'the past' in landscapes and places.
- The spatial context which influences a certain meaning and a certain use of landscape, places and the past.

Secondly we pay special attention to the different interactions that occur between the official discourse and the lay discourses.

We will get insight in:

- The way landscape becomes a contested place for different groups, with competing claims towards the meaning of landscape.
- The way the lay discourse is interwoven or appears with the official discourse
- The way lay discourse contributes to the sustainable protection of the (their) cultural heritage

Thirdly, we will use these insights to critically analyse some common-sense ideas within the official discourse.

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Strategic Environmental Impact Evaluation (SEIE) : The case of the 2006 Turin Olympic Winter Games

The City of Turin is preparing for the 2006 Olympic Winter Games and for that purpose a very comprehensive plan of development covering an area measuring roughly 120.000 hectares is being prepared: the plan includes the city of Turin, part of its metropolitan area as well as two valleys in the Alps with a number of Municipalities.

The programme underwent a Strategic Environmental Assessment, the first time ever in Italy. The procedure follows the Ministry's guidelines which in turn reflect the European Directive on the topic.

This paper deals with a key issue when carrying out strategic impact evaluation, that is when the programme as a whole rather than any of its specific components are assessed. The aim is that of evaluating the impact of all planned developments, assessing the overall effects in time and space, considered in all their facets in the long term (strategic).

The present paper discusses whether it is possible to use strategic assessment in the absence of actual strategies, or in the event of the programme strategies not being very clear or contradictory.

Transport, logistics and mobility are considered, discussing the risks of an investment plan with a major environmental and organisational impact on the community in the absence of a strategy aimed at interfacing exceptional and short lived events with long term development.

The focus is on the difficulties which a strategic evaluation can encounter when there are many actions involving the whole area and development strategies are incomplete or missing. In view of the role transport has in major planning projects, the problem is quite considerable.

The question that follows is whether strategic evaluation is possible in the absence of general and sector-specific territorial planning strategies?

The paper concludes suggesting a number of procedural adjustments that could be introduced when assessing cases such as this one.

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The evolution of social representations of neighbourhood in urban policies. A comparison between France and England.

The aims aims at analysing the evolution of the neighbourhood notion for the actors in the urban policies in France and Great-Britain. We try to precise how the neighbourhood has appeared like a privileged scale, like a public action category and if this phenomenon is still of actuality. We have chosed to analyse the neighbourhood social representations of the actors of urbanism in the two countries and to create a typology of them . We could say than the neighbourhood notion is far to be death for the actors. The neighbourhood continues to be used because of this capacity of resistance and adaptation at the changes.

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The Power of Orality in Planning

This paper is about the power of orality in regional planning processes. We have interviewed 10 persons that during spring 2004 are participating in regional planning processes in Oppland county. The purpose of our study is to come to a better understanding about the role of orality in planning.

Our approach with respect to the characteristics and relations of the written and spoken word is mainly based on the book, *Orality and Literacy* by Walter J. Ong, first published in 1982. When Ong discusses orality in different

societies he primarily concentrates on situations and characteristics of oral culture before the introduction of writing and printing. More interesting for our study of writing and speaking in the field of planning is Ong's discussion of the psychodynamics of orality, dealing with such issues as language, power and action. He looks at language as redundancy or richness of words, the near and lived life, agonistic features in language, empathic participation rather than the distance of objectivism, homeostasis in language and language as context-dependent and as context-independent. These problems are all very relevant in the study of the written and spoken word in planning procedures.

Generally speaking, the interviewees claim that dialogue is vitally important in all regional planning. The talking and listening activity is more important for our 10 participants than the planning text production.

Communicating is not only about sharing beliefs, arguing, negotiating or finding solutions. In a communicative process the main point is to create new thoughts, new common narratives through such dialogues. Truth is what is established as truth in these rhetorical processes. Rhetoric is more than arguing. Rhetoric is the creation of truth. Production of texts and reading texts is a vital part of the rhetorical activity that the regional planning consists of. Our research clearly tells us that orality appears to be even more important. It is in the oral activity, in the talking and listening activity, in the oral dialogue we especially utilize that planning is mainly a rhetorical activity.

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PROFESSIONAL RESPONSIBILITY AND MORAL VALUES

Twenty years ago, we examined the relationship between the moral and the professional responsibility of planners (Harper & Stein 1983). We argued that professional responsibility is primarily to the client, but that moral responsibility should always over-ride professional responsibility. Subsequent reflection (and observation of professional decision-making) has led us to the realization that planners need a criterion for deciding when the planner's moral values are relevant to their professional role and when they are not. We conclude that the Pragmatic (Stein & Harper 1998) answer to this question is to be found in Rawls' (2001) distinction between the public and private realms, which he argues is essential in pluralistic liberal democratic societies. In the private realm our aim is to develop a conception that guides our lives, giving us an account of how things "hang together", a framework for structuring our lives, and for giving meaning to them. In the public realm our aim is to develop a basis of communal existence for a pluralistic society, where there are many different private conceptions of the

moral and the good. We argue that the planner should be neutral with regard to private moral values, and should not be neutral with regard to public moral values. There is no inconsistency in taking a stance of value-neutrality (with regard to private values) in a planning process and fulfilling an important moral goal in the same process. In fact, this very value-neutrality is a higher order public moral value. It is because of the internal relationship (which we will explicate) between professional planning and its moral goal that certain categories of professional planners should have a value-neutral role. We do raise a note of caution: the claim to value-neutrality, often in guise of technical rationality, can mask the dominance of values which favour a particular group (values which should be relegated to the private realm). Illustrative examples are discussed.

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"ON THE EDGE OF REASON": MULTIPLE RATIONALITIES, UNREASON, POWER, AND VALUES, IN CITIES OF THE SOUTH

Planners are gradually coming to terms with a world in which an instrumental rationality must take its place alongside the other ways of knowing and doing. We are being brought to the "edge of reason"- to a place where we must engage with alternative rationalities, that would, in the past, have been labeled as the "non-rational" or even the "irrational" This paper explores the alternative (and even, competing) rationalities that are shaping cities in the South, and particularly within Southern Africa. These include the rationalities of the market, of urban politics, and of the everyday practices of urban citizens (which are often deeply infused with the so-called irrational, including traditional and religion).

Drawing on post-colonial writing the paper seeks to show how urban space is being produced and reproduced through an intersection, or admixture, of multiple rationalities and diverse values operating within changing constellations of power. It shows also how tenuous the boundary is between the rational and irrational. Finally, by describing particular planning interventions in post-apartheid Johannesburg, such as the informal trader markets and the 'metro mall' transportation interchange, the paper argues that planning interventions that respect and acknowledge alternative rationalities, and mediate between them, are likely to produce more sustainable outcomes than those which are informed primarily by the rationality of planning.

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Sublating the Sublime

From Longinus through Burke and Kant to Freud and Lacan, academics have rediscovered the sublime. The sublime of Burke and Kant refers to a transcendent, awe(ful) and powerful vastness, incapable of being completely grasped, inculcating wonder, fear and terror. A category of excess, the sublime spills into the political, historical, social and psychological as well as becoming a view of aesthetics which has had a literally sublime impact on planning and conservation legislation and practice in the British countryside. I take the example of the Lake District, popularised by the Romantics such as William Wordsworth, and trace elements of the sublime in National Parks and planning documents to the present. I then adopt the contemporary reconfiguration of the sublime of Freud, Lacan and Zizek to view the Lake District National Park as an object irradiated by the competing drives of agriculture, conservation and tourism, scarred by the mediations of planning, yet continuing to impose its ideological aesthetic imperatives potentially to the detriment of the wellbeing of local rural communities. Despite the current government rhetoric of a 'living countryside, a working countryside, a protected countryside', it would appear that planning practice in the National Park continues to lift and conserve a Romantic fantasy – sublating the sublime.

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Continuous revision as a mode of practicing planning theory. Norwegian regional planning understood as continuous corrections of system faults

The structure and the justifications for the Norwegian regional planning system of 2004 can be understood as a result of changes in how central actors in the development of the system view planning theory and how they have tried to implement this view into planning practice.

Regional planning through county planning has a relative short time-span in Norwegian planning legislation. County planning was introduced in the planning legislation by an amendment in 1973, primarily as an effort to replace another meso-level (i.e. planning on a level between the local (municipal) and the central (state)) system. Since then the county planning continuously has been under attack – and has continuously been revised. Even if the county planning system of 2004 and the prescribed ways of doing

such planning is quite different from the system and the prescriptions 15 years back, the critique of the planning remains the same. The challenges described still very much are the same, but the available means for reaching the goals are quite different.

ased on this it could be argued that continuous revision of a planning system claimed not to fulfil its purposes, has been developed into a Norwegian mode of practicing planning theory. One answer to such continuous revision can, of course, be found in power structures that do not allow real change to happen [Flyvbjerg, 1998 #44; Focault, 1978 #95; Focault, 1980 #37]. A complementary view, however, is an institutional one; to investigate the efforts to build institutional capacity on regional level (or to contribute to building such capacity, and how the institutional frames define the institutional latitude in the regions (counties) [Healey, 1998 :83; March, 1989 :91; Scott, 1995 :88; Amin, 1994 :85]. We find it reasonable to believe that correcting institutional faults, as an alternative to revising apparent system faults at the regional level, would have brought better results. This paper must be seen as out effort to bring this perspective into the discourse on Norwegian regional planning.

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“Creativity” as the new city competition strategy and how it transforms the Helsinki metropolitan region.

"Access to talented and creative people is to modern business what access to coal and iron ore was to steelmaking", says Richard Florida (2002), the Carnegie Mellon professor from Pittsburgh, USA. The linkages between culture, creativity and economic development have assumed heightened importance in recent years. Attracting creative people, symbol analysts, new urban elites, good taxpayers, cognitive elites, talking classes - however they are called, is the latest formula recommended for cities striving for success in competition with other regions. The choices of the new professionals are thought to be decisive in the location of new business activity in cities, and to set new demands on cities in terms of the quality of the housing, the cityscape and the cultural life offered. It has been presumed that these groups are one of the factors in the ever-more clearer polarisation of urban space. (Sassen 2000). What is the impact of the new "creative" economy? Are structural changes taking place in cities? In Helsinki region a new geography seems to be emerging and the urban structure is changing. The aim of this paper is to analyse the relations between new economies, urban structure and planning in the Helsinki metropolitan region. The references consist of relevant literature and statistical as well cartographical material.

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Orientalism as a Conceptual Framework for Analyzing the Current Reconstruction of 'New' Iraq

Orientalism is also an analytical tool for critical reading, and reassessment of national reconstruction in developing countries, particularly, when western countries are deeply involved and leading the reconstruction itself. The rationale behind this assumption is related to the nature of reconstruction as related to power and resource redistributions. Planning theories, which strive in recent decades to understand the power-planning relations (e.g. communicative and collaborative planning), should take advantage of Orientalism as an analytical perspective. Undoubtedly, the analysis of Iraq's reconstruction supports this argument.

Following the occupation of Iraq, the USA and its allies are promoting a grand project for building "a new Iraq", as President Bush put it. The project includes two parts: the security and oil industry sectors that under the direct responsibility of the Coalition Provisional Authority (CPA); and the UN/World Bank Iraq Need Assessment, launched in 2003, which includes the rest of sectors: physical, economic and institutional reconstruction.

Applying the Orientalism perspective to this project shows that it intends to reconstruct the 'undemocratic' 'Others', the Iraqis, by means, values, and vision of the civilized democratic Occident. Iraq is presented as a fragmented country, not a sovereign geo-political unit; composed of primitive tribes and religious groups, not a modern nation. Prominently, the project excludes the Iraqis from determining the essence of the reconstruction of their own country.

Finally, the study expands the definition of Orientalism, from a manner of regularized writing, vision, and study, dominated by imperatives, perspectives, and ideological biases ostensibly suited to the Orient, to include also western oriented planning and development practices that take place in the Orient.

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Land re-use, complexity and networks: a framework for research

This paper will present a conceptual framework for the examination of land redevelopment based on a complex systems/networks approach.

Alvin Toffler once noted that modern scientific enquiry has become exceptionally good at splitting problems into pieces but has forgotten how to put the pieces back together.

Twenty five years after his remarks, governments and corporations faced with the requirements of sustainability are struggling to promote an 'integrated approach' to problems. Despite the talk, both practice and research provide few platforms that allow for 'joined-up' thinking and action.

With socio-economic phenomena, such as land redevelopment, we can either assume that knowing the properties of the constituents is sufficient for describing anything these constituents make up or accept that constituents can make up complex adaptive systems whose emergent properties, inherently difficult to predict, are more than the sum of the parts.

A review of previous research shows that it has mainly focused on idealised, 'mechanical' views of property development processes that fail to recognise in full the relationships between actors, the structures created and their emergent qualities. When reality failed to live up to the expectations of these theoretical constructs then somebody had to be blamed for it: planners, developers, politicians.

However, from a 'synthetic' point of view the agents involved in property development can be seen as constituents of structures that perform complex processes. These structures interact, forming new more complex structures and networks.

Redevelopment then can be conceptualised as a process of transformation: a complex system, a 'dissipative' structure involving developers, planners, landowners, state agencies etc., unlocks the potential of previously used sites, transforms space towards a higher order of complexity and 'consumes' but also 'creates' capital in the process.

This approach transcends the blame game and allows for inter-disciplinary inputs to be placed within a broader explanatory framework that does away with many past dichotomies. Better understanding of the interactions between actors and the emergent qualities of the networks they form can improve our comprehension of the complex socio-spatial phenomena that redevelopment comprises. The insights that this framework provided when applied in UK institutional investment into redevelopment have been encouraging.

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Power, strategy and planning: towards a constructive use of power analysis for planning

The concept of power has been an important subject of critical attention in planning theory since '80s. Many planning theorists (i.e. Flyvbjerg, Hillier,

Albrechts, etc.) suggest the need to incorporate the understanding of power relations into today's planning theory. As Foucauldian planning theorists (who base their analyses on the critical work of Foucault) have already pointed out, power may be used to oppress, to dominate, to control and to exclude. However, the connotations of the term 'power' are not always negative. In planning, we need certain degree of power to implement plans. Power can also be used to emancipate and to enable those groups or individual who are weaker than others in our society. The challenge for planners is how to uncover the 'dark' side of the exercise of power and then to formulate a set of strategies to deal with it. This paper will take a critical review over discourse of power and strategy based on selected literature in planning and other disciplines. A confrontation between dimensions in the planning process and the system of power will be provided for the analysis of power relations. And a tentative integration of different types of planning rationality (value, instrumental, communicative and strategic) will also be provided to use the analysis of power relations in a constructive way.

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Implementation in Planning. Recent English Regional Experience

Implementation has long been a difficult and controversial issue in planning theory and in planning practice. Academic work over the years has included consideration of whether implementation or "action" is really separable from "policy" or "strategy", and more recently, whether performance and delivery can be tied into a coherent and realistic understanding of planning's purposes.

In England reforms of the planning system are particularly focussed on "delivery" – of new houses or of economic success or of transport mobility, in a way that raises sharply the profile of these long simmering debates. The whole system is also being reweighted towards the central and regional levels, and so implementation of regional strategies (which are finally decided by central government) is becoming important in the argument over the role, value and legitimacy of planning. Special characteristics of implementation at regional level give the issue a particular twist, given English circumstances (no elected regional government, general weakening of regional, local and often central governing capacities).

The paper looks at current attempts to make regional planning strategies (more) implementable. These regional planning strategies were previously called "regional planning guidance", and under the bill going through parliament, will be "regional spatial strategies". They will be statutory parts of the development plan, along with a reformed local plan system. Regional planning bodies are putting more emphasis on the implementation

dimension. They seek to establish new mechanisms (such as agreements or contracts with a range of the primary implementors), which are intended to ensure that the quality of spatial strategies is matched by their implementation. The review here of such work in several English regions, including the West Midlands and London, should cast some light on the perennial issues around making forward planning documents count.

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Understanding the Difference

This round table will examine the extent to which planning theory can (and should) help identify the specific contribution (positive and negative) which planners, and the planning system, make to society. It will consider what capacity we have developed to identify and evaluate the difference planning and planners make in specific episodes; and will ask what promise contemporary developments in planning theory have in that respect.

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The Planning Dialectic of Constancy and Change: The Evolution of Metropolitan Planning and Institutional Design

From 1857 to 1995, the city of Madrid, Spain went through several phases of dramatic transformation. While the population grew almost twenty times during that period, the city became a major industrial and service center. Over the study period, both the national and local governments prepared numerous major plans to guide urban growth. Adopted plans were carried out, sometimes with arguable success, such as the 1860 Expansion Plan by Castro, the 1941 City Plan by Bigador (aiming to rebuild a city destroyed by a civil war,) and the 1987 Metropolitan plan (intending to integrate the city and its booming suburbs). Other plans were quickly shelved and forgotten. All these plans varied widely in scope and content, and were responsive to the socio-political conditions of their time. But even through a period dominated by five major regime changes, they also showed areas of institutional constancy. In the research reported in this paper, five different planning periods were identified (1857-1900, 1900-1939, 1939-1963, 1963-1983, and 1983-1995), corresponding to changes in political regimes types (monarchy, dictatorship, democracy). Major plans, planning documents, and processes were analyzed over this period. Several correlations were found as a result of the analysis: a strong dependency between local planning and the central state, and a relatively rigid hierarchical system for plan making,

approval and implementation. In addition, flexible negotiation processes were established to work within the hierarchical structures. The vitality of planning thinking was evident throughout, showing both a critical openness to international trends and the incorporation of proposals advanced in previous periods. In most cases, plans from prior periods proved to be extremely influential for the following generation. The most important finding was about the institution of city and metropolitan planning. The Content (city plans and their visions), Processes (hierarchical review and approval, flexible negotiations), and Structures (hierarchies) of the institutions were central in maintaining a degree of constancy over a century and a half time period of radical political, economic, and social change. The tension between constancy and change provided an animating dialectic in the evolution of planning and its institutions in Madrid. This paper argues that the dialectic of constancy and change is inherent in the nature of planning institutions themselves, and has important implications for planning and its theory.

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Planning and the 'New Public Management': The Case of English Regional Planning.

Over the past two decades the public sector in many Western countries has been subject to significant changes which can be summarised under the notion of 'New Public Management' (Flynn 2002). In order to increase efficiency and effectiveness of government activities corporate management thinking and techniques have been introduced into public services. This included centrally-set policies and targets, devolved systems of service delivery as well as strict regimes of auditing and performance measurement. In Britain these changes have also affected planning practice although this has not yet been reflected widely in academic work. Successive governments have promoted a performance-based orientation of planning services such as tight timescales for the turnaround of planning applications (Imrie 1999).

Recent and present reforms of regional planning in England have been strongly influenced by public management ideas. The concept of 'Plan, Monitor and Manage' is a central feature of the new approach to regional planning (Wenban-Smith 2002). Under the new system regional planning policies need to be accompanied as far as possible by quantified targets and detailed timescales for implementation. The delivery or 'performance' of policies is to be monitored on an annual basis which is to inform the ongoing review of regional planning strategies in response to failed implementation or changing circumstances.

In practice the new regional planning model starts to have major implications which also raise fundamental questions for planning theory. Drawing on research in various English regions the paper examines different implications of the 'managerial' approach to regional planning. This includes 'technical' issues such as how the 'performance' of strategic planning can be evaluated (Mastop 2000) and how a continuous planning process can ensure that strategic plans remain responsive to change while at the same time provide long-term direction. The new regional planning model also needs to be seen in the broader context of the reform of the English planning system and the debate about the rescaling of the state (MacLeod, Goodwin 1999). In this respect the new regional planning arrangements appear to alter the power balance and the influence of actors at different levels.

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Exploring the Linkage Between Planning Theory Literature and Literary Theories: The Case of Putnam

The planning theory "canon" appears to be a moving target. Some books achieve "masterpiece" status while others wind up in used book stores. What part of the planning theory writings can be termed "literature?" How do we (academics, enlightened practitioners, the public) read these works? The field of literary theory appears to be a useful tool of analysis to address some of these questions. Indeed, small forays into the use of literary theory have been attempted by Forester and others, but a general review of the potentials of literary theories to improve understanding of planning theory has not been attempted. The purpose of this paper is to begin to address this potential.

The paper is organized as follows. First, the question of what is meant by the term literature is explored and tentatively defined. Second, elements of critical literary theory are defined in terms of primary concepts and methods. The review will focus on at least the following primary schools of inquiry within the realm of general literary theory: structuralism, post-structuralism, post-modernism, feminism and post-feminism, and reader-response theories. Third, the research problem is formulated as a critical reading of, primarily, Putnam's two recent "social capital" books: *Bowling Alone: The Collapse and Revival of American Community* and *Better Together: Restoring the American Community*, as well as the recent Putnam oeuvre. Fourth, the readings are discussed in terms of the primary concepts and methods of the alternative schools of inquiry.

The final section of the paper summarizes findings, argues for the usefulness of the literary theory approach, and outlines a series of next steps aimed at improving planning theory and literature.

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A language of planners: signs for an emerging professional community

Is there something unique in the articulation of urban and regional plans? Can we discuss the language of planning as a language of a professional community of planners (Alterman, 1992)? While there is a great amount of literature devoted to the rhetoric of the planning discourse (eg. Thorgmorton 1996, Lapintie 1998), there is a need to discuss language as a prominent, effective, tool in the hands of planners.

The study of writing and communication in professional communities is an emerging field in applied linguistics. A professionalized language is defined as established ways the members of an occupation share to communicate each other (Bazerman and Faradis, 1991). These serve to promote faster and efficient communication, but also define the boundaries of a community, distinguish its members from laymen, and initiate new members.

We present the results of a study into the language of planning. We investigated the articulation of seven plans, both British and American, using a combined qualitative and quantitative methodology of text analysis. Using tools of corpus analysis to check the frequency of diverse linguistic traits in those plans, we compared it to the frequency of those traits in some corpora (large assembly of text). Thus, we were able to highlight the way the plans were articulated against the articulation of other groups of texts. We found some significant differences between the writing of plans and the normal use of English.

We aimed at understanding how the wordings of plans help planners in delivering their messages. We chose our case studies to examine some possible factors (such as political conflict, the planning system, etc.) that might influence the communication. However, our most illuminating finding was that none of these factors was influential. It seems that the single most important impact on their wording – beyond nationality, legal status and the specific circumstances of their writing – was simply that planners wrote them. We conclude, that there is a point to discuss the language of planning. Therefore, there is a point to regard planning as an emerging profession, complete with its special ways for deliberating and conveying meaning.

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Placing Trust in Planners: Changing Roles of Professional Planners in the UK

The role of 'the professional' in modern society is largely defined by notions of integrity, altruism, neutrality and trust. However, notions of integrity and trust in professionals have been increasingly challenged, not only in academia but in wider public discourse. This has been reflected not only in a growing scepticism of professional knowledge and practice, but also in further re-thinking of the role of professions in a changing society. This has led to burgeoning governmental techniques to order professional activity and secure trust (for example, appraisal systems and performance indicators). The professional practice of planning has not been immune from such debates and changing conceptions. In the UK, there has recently been an increased debate about the role of planning as a professionalised activity and in particular, its ability to engage with diverse problems in cities and rural areas. The professional practice of planning is also increasingly embedded in systems of auditing.

In this paper, I want to examine some of the (neglected) underlying issues which are informing changing conceptions of planning as a professional activity and its relation to societal objectives. In particular, I will structure the discussion around the notion of trust, as a key concept which informs understanding and practice between professionals and the public with which they engage (Stein and Harper, 2003). This orientation will be used to trace changes in the way in which professional roles have been re-oriented from implicit notions of trust (and authority) to the increasing use of appraisal systems and performance indicators as protection against abuses of trust (Marquand, 1997, O'Neill, 2002, Rose, 1999). In doing so, I will draw on examples from the changing field of planning in the UK to trace some of the ways in which relations of trust have shifted and have influenced the practice of planning. The paper will conclude by discussing the implications of shifting conceptions of trust for the ethics of public action by individuals and government in the field of planning.

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"Social Equity in U. S. Public Housing"

It appears that the challenge of social equity remains in the U. S. public housing program, in spite of several decades of reform. This paper attempts to trace how the issue of social equity in that program has evolved from the

1930s to the present. The main approach is to examine documents from the experience of Detroit, Michigan in order to classify the main themes of concern during several periods, ranging from the era when simply providing enough housing to meet demand was the major concern, to the present when attempting to redevelop housing for mixed-income tenants and yet insure that the rights of displaced residents are protected is a major concern. This topic remains relevant because many planners and other urban professionals continue to work to support subsidized housing for low-income tenants, and they as well as planning educators need to understand in what precise ways social equity remains a concern. Key data sources include the public housing archives for the Detroit Housing Commission, the Detroit Urban League papers, several public documents on the HOPE VI program in Detroit, two dissertations on public housing in Detroit, and other secondary sources.

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Research ethics and planning : a framework for discussion

This paper is based on the contention that research into planning raises ethical issues which are distinctive enough to warrant more attention than the routine references to standard social science discussions which are the usual responses of research monographs and doctoral theses. Moreover it argues that there are currently particular dangers which threaten the moral vision of planning researchers in many university contexts.

As well as defending these assertions the paper outlines a framework within which ethical issues can be differentiated and approaches developed to address them. The framework is developed by building on the idea of academic research as, potentially, a distinctive practice, following the work of MacIntyre(1985) and others. One strength of such an approach is that it regards researchers as moral/political agents , relating to their own research in the light of their political commitments (Harvey,1999). The key questions addressed in this portion of the paper are (1) whether the idea of a practice is persuasive, and helpful; (2) what are the conditions necessary to sustain a practice - ie how do we think of them, sociologically. Arguing that the notion of a practice can be helpful, the paper then considers a series of relationships which define it, and within which the planning researcher operates:

1. with sponsors of research

2. with the 'subject' of research
 3. with colleagues
 4. with the political context within which the research will be conducted and findings disseminated
- It is argued that in each of these relationships there are distinctive ethical challenges for planning research.
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Theorising Contemporary Planning: Responses to "Shadows of Power" by Hillier, Jean

This round table will encourage discussion of a major contribution to planning theory. Hillier's work provides a stimulating exploration of key concerns of contemporary planning theorist - such as the nature of power within planning, the way planning is conducted in diverse societies, and the construction and deployment of knowledge. Her work is both interesting and provocative in the way it draws on some contemporary social theorists to illuminate concrete planning episodes. The round table will consider the book's treatment of its key themes and also how it relates to the landscape of contemporary planning theory.

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Ethnocentrism, culture, planning culture

Ethnocentrism is a preference for one's own frames of reference. We would like to reflect on ethnocentrism, its conceptualisation, and the lessons we can learn from it in spatial planning.

In order to do so, we will start with the role of the ethnocentrism concept in our society, proceeding then to the ways the concept is studied and present in the disciplines that ought to be interested in ethnocentrism.

Third step is a reflection on planning cultures. Against the background of developments towards participative planning, we will analyse the presence of ethnocentrism in the planning cultures. The more interactive the planning process becomes, the more differences in culture will enter the arena of planners. More cultures mean more possible influences of ethnocentrism as one of the main reasons for misunderstandings and confrontations. We argue that not only characteristics of behavioural patterns within the planning process can be ascribed to ethnocentrism of the cultures involved. We argue

that also the design of the planning process can bear the mark of ethnocentrism, in that case originating from the existing planning culture.

Some types of ethnocentrism are negative and should be blocked from society in general, and spatial planning more specifically. An analysis of ethnocentrism in spatial planning depends on an analysis of the existing planning culture, and this analysis leans on a deconstruction of the communication between the actors involved in planning processes. Not only should the actors be studied in their behaviour; their words and documents should be seen as pertaining to discourses in their cultures.

And in this context a lot of texts can be deconstructed. In the case of the planning culture obviously involved in planning processes, one of the results of the ethnocentrism- analysis will be the interpretation of so- called objective, scientific, or so- called objectively policy- related ideas of planners as products of a planning culture trying to remain unchanged, trying to impose its model of reality on reality itself. These are ethnocentrist attitudes that should be confronted in spatial planning, because of democracy and because of a better planning.

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Two countries where rural land management evolved toward metropolitan planning

Planning of space is a dynamic phenomenon. Because space itself, the perception of space, the goals of society and the ways in which governments try to control spatial developments are in a constant process of adaptation. Insight in the interdependency of society, governance and policy instruments may help to prevent spatial planning from being practised in a merely technical way.

This paper illustrates the dynamics of planning of space in connection to dynamics in society by giving a comparative historical overview of how the Dutch and German instruments for rural land management, land consolidation in particular, have changed between 1950 and today. In both countries we see an ongoing fine-tuning of procedural details in the agriculture-oriented period, showing that even when the goals of the government stay the same, there is dynamics in the instruments that are applied for achieving these goals. We also see parallel developments in the Netherlands and Germany with regard to the subsequent upsurge of the nature conservation policy, which with some delay resulted in changes in land consolidation practice.

Currently, the rural land management practice in both countries struggles with the emergence of metropolitan landscapes, where green space no longer represents mere production potential for farming families, but sustainable living conditions for the population in adjacent cities as well. The

complexity, dynamics and interests in the metropolitan landscape demand a revision of instruments for rural land management in order stay effective. The paper presents some examples and concepts for the ongoing process of combining rural and urban policy objectives in spatial planning.

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'Reframing' as analytical tool for purposefully changing institutions

The central theme of this research is the way in which the proposed new policy of the Dutch Ministry of Water Management, namely 'integrated water- and spatial management', can be implemented. The main component of this policy is called 'room for the rivers'. This entails not fighting water with bigger and better dykes, but accommodating that water within the broad riverbeds and - if necessary - outside the riverbeds by controlled flooding.

This new policy for water is potentially a big break with the history of Dutch water management. Therefore, the way in which it can be carried out will depend on the extent to which the existing institutions (the 'rules of the game') are appropriate. It could be that institutional change is a necessity - but because of the great inertia for which institutions are known it will be difficult to change them. If institutional change turns out to be necessary, there will thus be a need for insight into the way in which institutions can be changed purposefully. But before this insight can be gained it is important to understand how institutions constrain the behaviour of policy makers and the people in practice. Therefore it is useful to unravel the taken-for-granted frames of reference through which they see reality and act on it. Subsequently, it will be possible to suggest alternative frames, or, in other words, to 'reframe' policy and eventually the practice of Dutch water management and spatial planning. 'Reframing' could be an important analytical tool for purposefully changing institutions.

In this paper I will first conceptualise the notions of 'institutional change', 'policy frame' and 'reframing practice'. Next, by means of discourse analysis, I intend to map some of the prevalent policy frames with respect to the new policy 'room for the rivers' and give a first impression of what kind of institutional change will be necessary to implement this new policy. I will end this paper by discussing preliminary types of 'reframing strategies'.

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Towards A Theory of Best Practices: Some Cases of Sustainable Development

Although much has been written about the divide between planning theory and practice the tensions surrounding theory and practice are far from bridged (Verma 1995). Practice is often described in terms of exemplars while theories are about general assertions, definitions, and claims. For instance, sustainable development has very different connotations for practice and for theory. Often we see it when we encounter it in practice although even here there may be differences in opinion. For the theorist, on the other hand, while broadly accepted as a laudable goal, sustainable development has yet to be defined with clarity and precision. In contrast to conventional theory it is more a kind of 'metis' that inhabits a particular context and is not readily amenable to rational and synoptic design (Scott 1998).

This paper explores whether we can simultaneously learn from best practices while adding to an academic tradition of generalizable knowledge. We see this at the heart of the debate between planning theory and practice or that between rational and contextual, place-based discourses (Healey 1999). Further developing the example of sustainable development, our approach is to explore the "similarities" (Banerjee and Verma 2001, Verma 1998) between best practices of sustainable development and to use them to develop aggregate notions of the nature of sustainability.

The data for the paper derive from a set of best practices in sustainable development identified by a joint project of the UN-HABITAT (www.bestpractices.org). By mining the similarities between some archetypal best practices we want to show their commonality and eventually use these commonalities to generate a set of meaningful propositions about sustainable development.

Our work connects to the literature on sustainability but also to planning theory. It aims to help us to understand how and by whom best practices are recognized. Are these merely subject to socially and political acceptance? Or, do they involve performance measures and indicators? We expect that our discussion will help to reconcile an emphasis on objective measures with descriptive and narrative accounts of successful planning.

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Environmental Management professional systems and environmental issues

We will present three main planning management during the last 30's years, in France, corresponding to three styles of planning on Metropolitan management and environmental issues. We will specify the relation with the professional system in Planning.

Rationalistic planning (1960/70) conceived the organicist metropolis through director schema and traffic planning. Environnemental issues are managed by the natural protection area (ZNE); The main expertise is coming from above.

Mediatory planning (1980) is concerned by decentralized planning to cities, by close and reciprocal relations with unhabitants and community associations. Environnemental issues are supported by a pedagogy of the consum-user and by integration of the environnement to the Municipal services. Professional and planning action are developed as relation, mediation and reflexivity.

Within the economic and territorial differentiation of planning, the planning action is conceived by integrated project management and integrated production. Partnership are combined with the project integration inside great projects. Planning is conceived as multiple services as multiple services response and project management. Environnemental integration are complemented by social networks on civic access, on political ecology. So we could notice a diversification in the proceedings of urban requalification. The socio history of planning genealogy and environnemental management will be complemented with cases studies in France (Nantes, Lille) , with specific concern on the reconversion area (Luda) as Valenciennes.

TRACK 8 : **Planning Education and Planning Practice**

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TRACK 8 :

Planning Education and Planning Practice

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Writing papers in journals of planning

The AESOP Prize for the best published journal article was initiated in 1995 with the first prize being awarded in 1996. Its purpose is to celebrate the works of scholars in the planning field across Europe. It also serves to bring to the attention of planning academics and other interested parties the wide range of scholarly work which is undertaken in the spatial planning field in Europe, and to exchange literature between our national academic cultures. Editors of all planning and planning related journals, published in various European languages, are invited each year to submit papers to compete for the prize.

The material from eight years of the AESOP Prize for the best papers makes very interesting reading. It has been my pleasure to be a member of the evaluation group, the jury, for six years, and I have chaired this committee the last three years.

Each year we have had approximately 20 papers to evaluate. In addition to the winners, we have developed a tradition whereby two to four other papers are selected for distinction as outstanding or good works. My study will focus on the winning papers and the other papers selected for distinction. This means that my material will add up to 20 to 25 papers.

My paper will summarize the experiences gained with respect to content, form and the overall quality of the papers. Typical issues in my study of this material will be:

- What is the professional background of the authors of the best papers?
- What are the main references referred to in the papers?
- What category are the papers in, theoretical or empirical?
 - What kind of rhetoric do the texts represent?

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Strategic Municipal Planning in Serbia as Promotion of Different Approach to Planning

In Serbia a very rigid development control planning system is inherited based on hierarchy of long-term spatial and urban plans which prescribed "targeted" uses for each individual site with complicated approval procedures. Recent changes introduced in the planning system (2003) direct planning towards regulation and neglect strategic approach. The focus is on physical planning regulations and efficient procedures for planning permit issuing.

Introduction of non-statutory municipal strategic planning (through project financed by UN Habitat and Italian government) offers a chance for introduction of major changes in the planning system, process and methodology. Planning and development process is seen as stimulating consensus building. Innovations are constantly introduced succeeding in mobilizing resources, putting issues on political agenda, solving cross-sector and cross-level problems and so on. One of the major characteristics of strategic planning is extensive partnership between the public, private and the third sector.

The analysis of characteristics of municipal strategic planning will point to the major problems in spatial planning in Serbia and lead to the conclusions how the introduction of new practice can influence changes in legislation, institution building, planning methodology and education for planning. There are many open questions that will become part of the planning agenda and are expected to produce major changes in planning approach in the future.

In Serbia traditionally urban planners were thought to focus their efforts on plan preparation leaving decision making and implementation to politicians. They lack pragmatic techniques like bargaining, negotiation and mediation. They are not prepared to participate in the debate about power of planning in Serbia, professional competence, connection between planning and development, central and local decision making, etc. Innovations in planning education are expected to include teaching alternative approaches to planning not just statutory planning, introduction of new definitions of planning, new approaches methods and techniques.

The ambition of this paper is to show planning as deeply involved with the contradictions inherent in urban policy making. To understand the possibilities and the limitations of urban planning as political activity new approaches to planning will be examined and functioning of political process analyzed in the framework of Public Choice theory.

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The Town of Children

Renewing marginal areas, characterised by social and physical degradation, implies the listening of local community as a crucial task of urban planner, in order to activate a communicative planning process.

Among weaker categories of inhabitants, children are generally one of the less listened in the planning process, despite of their "knowledge" about the "community life" and their skills to suggest appropriate solutions. Also, children are particularly talented to enlarge the dialogue with all local community, by means of their families, in order to build a shared frame of rules and likely actions (Tonucci, 2002).

This paper presents an experience of two coordinate urban planning workshops (I. Pinzello, C. Quartarone) of the University of Palermo, "The Town of Children", awarded by the "AESOP prize for excellence in teaching for practice 2003". The project, still in progress in the new academic year, activates a fruitful intergenerational dialogue between children and students, involving elementary and intermediate schools, as main partners, but also external experts, social workers, different local associations and institutions. The experience, from one hand is addressed to train the future "expert voices" as "communicative planners" stimulating different "ways of knowing, in addition to the objectifying scientism that dominate the language of planning" (Sandercock, 1999). For another hand, it is able to make emerge innovative and creative ideas for urban renew.

The method is based on "maieutic" techniques (Dolci, 1993), listening groups, seminars, written and oral brain storming, reportages, debates, workshops with children, direct inquiry, questionnaires to children and to other band ages of inhabitants as essential data.

The University has a fundamental role to train future planners able to recognize the value of local knowledge and to dialogue with the less listened voices. Also, it has the responsibility to prepare planners to face marginal areas, taking into account the real and often unexpressed needs of inhabitants, and to interact with children as a particular category that represents an "unusual indicator" for the city sustainability.

During the workshop, it emerges an auto-learning structure that helps experts to provide appropriate suggestions, teachers to calibrate the objective of their program, students to gain awareness in their creative capacity and let children be protagonist of projecting their space life.

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Challenges to Planning Education: Linking 'Sustainable Development' Theory to Bulgarian Local Practice

Planning education should focus more clearly on overcoming a persistent gap still existing between theory and practice of urban sustainability. Academic research could contribute effectively in achieving a broader professional commitment to and competence on urban sustainability with even sometimes limited resources if incorporated from earliest educational levels and linked more closely to the issues of the particular local context.

A considerable intellectual effort to define the social, economic, environmental aspects of urban sustainability, to formulate the criteria and to produce the measuring tools needed has been reported in the advanced research field. In parallel, numerous activities from the local to the international level have been aimed at approaching urban sustainability from a practical point of view by increasing public awareness and guaranteeing the active involvement of different actors in the planning process.

Although based upon the interpretation of local Bulgarian social, cultural and political context, the paper aims a discussion on the need for a broader understanding of the educational process. The author argues for increasing the effectiveness of planning education through its continuous dialogue with academic research and practice.

Key data sources comprise a literature review on the implementation of the sustainability concept in the urban planning process, field studies in Bulgarian municipalities within the framework of an ongoing research project, in-depth interviews with university teachers, practitioners and students in urbanism. The author's own pedagogical experience in a newly established BSc programme in urban planning has provided the opportunity for testing an educational approach, where research activities and results have been incorporated into the educational modules on urban sustainability

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The new master programme in Urban Planning and Mangement at the University of Prishtina – Kosova

The capacity of planning system in Kosovo is low. The problem is not only one of quantity of planners, but a limited education and experience in planning. Since there have been little or no planning activity after 1990, the persons now employed as planners evidently have very limited planning experience. Thus there is currently a need to upgrade the quality of planning

skills and knowledge and for increasing the number of planners educated in Kosovo.

Planning in Kosovo is the responsibility of the Ministry of Environment and Spatial Planning and the Municipalities. According to the law on 'spatial planning', planning is concerned with issues from regional (Kosovo-wide) and municipal planning to detailed issues of building regulation. A new type of Kosovo planner is needed to produce these planning-documents and plans. A new educational programme is needed to train such planners locally in sufficient numbers and of sufficient quality.

Current planning education at the University of Prishtina - Urban planning is taught to a modest extent at the Department of Architecture as part of the training of architects. This is the only education in planning that exists within the formal educational system in Kosovo as of 2003. Architectural students are currently trained in a five-year diploma-engineer programme. Graduates of the programme obtain a degree as 'Diploma-Engineer in Architecture'.

The New Master Programme / Urban Planning and Management - The proposal for a new Master's programme in Urban Planning and Management at the University of Prishtina takes its point of departure in, and builds on, the expertise developed in the existing architectural education since 1978. The current approach to teaching planning at the Department of Architecture at the University of Prishtina is considered highly appropriate in view of the limitations of staff. The point of departure is the concrete urban context. The University of Prishtina has adopted the Bologna standards, with 3 years for a bachelor's degree and 2 supplementary years to achieve a master's degree. The proposed master's programme in urban planning and management is developed according to the Bologna standards. The programme will contain both education and research in order to provide for research-based training of planners.

Problem-based learning - The proposed pedagogical model for the Master's programme in Urban Planning and Management at the University of Prishtina, is problem-based learning (PBL) based on project work.

PBL is an instructional strategy intended to engage students in authentic, real-world tasks in order to enhance learning. Students are given open-ended problems with more than one approach or answer, intended to simulate professional situations. Learning is student-centered and includes the teacher in the role of facilitator and coach.

PBL is particularly effective in professional education, because of its emphasis on professional skills. Therefore, PBL is deemed particularly relevant as a pedagogical model for training in urban planning and management.

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Teaching "approaches" in planning - "Pasta a la Corbusier"

We understand planning as the "art" of solving complex problems. This implies, that planning is not the mere use of methods or tools to solve a given problem, but the process of understanding the circumstances or roots of the problem and finding a suitable solution.

Even though real problems are mostly unique, we have developed a planning theory, which describes the steps of planning and the implementation of the solution in general.

One basic and obvious hypothesis of this theory is, that there is no "true", "objective" or "rational" planning - Planning is always done by people who have certain biological and psychological properties, who live and work in social and cultural surroundings and who have certain abilities, skills and faults.

Respectively, planners have a certain "approach" to their tasks, consisting of methods, problems, aims and background knowledge.

To teach this key element of our theory, we designed a course for graduate students of architecture and urban planning – a course that ends in a somewhat unique way:

Students will choose one planner or architect and will analyze his/her approach. To illustrate that the students have genuinely understood the various aspects of this approach, they will apply these to a different topic - as simply transferring concepts and ideas to a different architectural design would enable students to simply copy without gaining a deeper understanding. We picked very different fields, ranging from standard scientific works to one which we have titled "Pasta a la Corbusier". We will describe this last one in more detail in our presentation.

By this somewhat uncommon way to teach a part of planning theory, we are hoping that students will gain a deep and long lasting awareness of "approaches".

We are aiming at offering this course together with colleagues from other universities, to see if their students find different approaches and different ways to transform these into a meal. We will be using a webbased e-learning environment for computer aided collaborative work to exchange our work with the other universities.

In this presentation we will briefly describe the key elements of our planning and design theory with a focus on the topic of "approaches". We will outline the respective course and point out the experience that came from the practical implementation.

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Leadership in the Mobilization Process of Partnerships

In my study for a PhD I am, for the next four years, connected as a scholarship-holder to an international PhD-programme called Entrepreneurial Development and Work Life Research (EDWOR) at the University of Trondheim (NTNU), Norway.

Through a number of assumptions I want to make contributions to how to educate leaders in public sector in the future considering the most important challenges that might occur when the local societies are going to develop themselves and make innovation by the mobilisation of different sectors through partnerships. I want to pervade my research with how trust, transparency and democratic values in general can be protected and developed in the process of building partnerships.

While it seems as if the establishment period for partnerships among public, private, and voluntary sectors doesn't need a clear and strong leadership the next step does. The challenging development implied in the process from talks to business needs guiding, maybe strong and resolute guiding too. The different steps need different styles of leadership.

What are the changing requirements for leadership as public, voluntary, private sector partnerships develop?

As a part of an answer to my main research question I want in this paper to focus on leadership in the mobilization processes when the need of partnership occurs. Partnerships include the fact that different organizational structures and different organizational cultures with their corresponding different styles of leaderships have to cooperate. To handle the tasks and to offer better and cheaper services under constantly more challenging conditions the public sector tries to find solutions by inviting private and voluntary sectors into partnerships. These three sectors represent different traditions regarding organizational basis and leadership. Building such partnerships includes the creation of a new kind of arena. The maintenance of our most central democratic values will be one of the most essential tasks. Important and central issues in this process will be governance, trust and transparency.

My project is an action research project which includes the development of a partnership. The development of this particular partnership will have the main focus.

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Promoting Creativity Through Learning

This paper starts with a brief introduction about why we need creative planners and then goes on to discuss various techniques that can be used in the context of higher education to promote creative thinking capabilities in students. Creative thinking can help planners deal with complex issues and profound change by reframing problems and seeking non-standard solutions. While creativity cannot be overtly commanded, there are techniques that can be employed with students to encourage its development and application.

This paper is based on the multidisciplinary "Creative University" UK national research project the author was involved in during 2003, which is soon to be published. It included research undertaken in 2004 for the Centre for Education in the Built Environment which is funding a special interest group on Creativity for Planners. The creativity techniques discussed have been put into practice in a variety of ways with both students and fellow colleagues, results of the evaluation will be included. The techniques include mind-body connections, creative problem solving and a "medicine wheel".

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Teaching Experiential Learning in the Urban Planning Curriculum

The urban and regional planning profession demands the training of practical planners who have some experience with community development, citizen participation modules, and conflict resolution skills. Community outreach in curricula provides needed exposure to practical applications of textbook lessons and exposure to group dynamics, community clients, and complex problems. The recognized need for practical training in any planning curriculum is most often addressed through community outreach-based courses such as planning studios, practicum or in lectures interwoven into seminar courses. The basic structure of all of these classes typically supports teams of students working with a particular community on a specific planning-related activity.

These outreach courses, however, pose some of the greatest teaching and learning challenges in the entire curriculum. This paper assesses the challenges and successes in teaching the practicum course and provides insights for others teaching similar courses.

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Developing Deliberative Planning Methods in Practice

A contemporary study of spatial planning for sustainability by Swedish local authority has showed a complex activity filled with many challenges and dilemmas (Nilsson 2003). This situation is caused by both changes in society in general and specially in the local authority administration. They are more and more dependent on other actors in realising planning projects in various types of governance (Pierre 2000). New requirements are also placed on the local authority planners to work in open processes with a growing number of actors and stakeholders, furthermore often in changing organisations.

As a consequence planning processes of today deal with big volumes of basic data where epistemological and technical knowledge must be co-ordinated with the actor's values and views of society, representing different discourses (Hajer 1995). One of the main policy discourses of spatial planning is sustainable development (Rio-declaration 2002). Altogether this gives a very complex context for local authority spatial planning and uncertainty for the professional planners (Nilsson 2003).

The frame-work of Swedish comprehensive planning has led to planning groups formally led by politicians, managed by planner officers and represented by experts from mostly all local authority departments in cooperation with the inhabitants. This means that several Swedish local planning administrations try to implement different types of collaborative (Healey 1997) and deliberative (Forester 1999) planning approaches. These experiments have had varied success. They have often generated much frustration in the groups.

This paper deals with how a university planning course could be designed and implemented to promote cooperation of new ideas, experience and planning theories. A planning course with both young undergraduate students and experienced practitioners (Schön 1983) with different expert knowledge, led by researching teachers could lead to interesting development of methods. The young students in general find it easier to think in new ways and undertake new ideas. The active practitioners have knowledge of how contemporary planning works, of different actors and stakeholders values and of ways to act in different situations. The practitioners also have experience of processes in political situations where dissimilar political discourses are to be managed.

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Educational Programme on Support of Regeneration of Brownfields

Because of their history and the features of their transition to a market economy, Central European cities carry an exceptionally large burden of underused and brownfield land. Often in central and accessible locations, this land represents a "hole" in the urban fabric, with significant losses in economic efficiencies, social cohesion, and quality of life. At the same time, new development that could be located on recycled brownfield land is contributing to sprawling conversion of agricultural land on urban fringes.

The comparative study of the postindustrial cities of the Visegrad Four countries, worked out in the last year in cooperation with universities of those cities, highlighted a lack of general knowledge about brownfield issues. By comparing experiences from abroad, especially the regeneration priorities in terms of the environment and sustainable development are underestimated. The main barrier identified was the lack of stakeholders' know-how and education. The public and even the private sector and its technical side at all levels lacks the necessary awareness of and knowledge about the problem. The paper therefore deals with the proposal of educational campaign strategy, which can support the regeneration of brownfield sites and help to protect the greenfield land.

VŠB-Technical University of Ostrava, Faculty of Civil Engineering, promotes a proposal of Lifelong Educational Project on Brownfields as a pilot project to the Leonardo da Vinci Community Vocational Training Action Programme. The project will develop also teaching programmes, which encompasses this issue into the urban and spatial planning on the university.

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Learning the European culture of metropolitan planning

Today, environmental problems and metropolitan planning concerns most of the planners threw Europe. Consequently, it's important provide to the students tools and skills to solve them. Despite the diversity of knowledge and multiplicity of practical exercises given to the students, the methods developed by planners are heavily influenced by his own native culture. For example, Italians don't treat environmental problems and metropolization as Germans or French do. The metropolization varies from country to country. The specificity of each country approach is revealed by the legislation but also by the priority given to a particular aspect or by the tools used. Some

countries focus on esthetics aspects or quantitative analysis while others prefer qualitative analysis and functional aspects.

Learning this specialties is interesting because it helps one criticize his own knowledge and skills and it helps to collaborated with foreign planners. Conferences about compared analysis helps students improve understanding of foreign approaches but they don't necessary change one's behavior.

We put 35 students together from five different countries (England, Germany, The Netherlands, France and Italy) for 10 days and we gave them a real environmental problem to solve. The topic of the program changes each year. This year, the students deal with the environmental problem due to the extension of a medium metropolitan area. The students are mixed in multinational groups. Confronted with problems to solve, they must mobilize their skills, explain their particular point of view and find a compromise to solve the problem.

The aim of this proposal is to explain how the students are prepared both to solve a real environmental problem and to accept another system of analysis.

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Establishing the European Spatial Planning Education in Latvia

Development of a new democratic planning system going in line with European planning principles started in 90ties after re-independence of Latvia is still under way. The system is established but there are still serious problems to be solved both in terms of planning quantity and quality. One of the issues to deal with is planning education system. Local governments which are the main employers of planners put forward following problems: 1/shortage of qualified specialists available, especially in rural areas; 2/ unsatisfactory knowledge of planning legislation and economics; 3/ low practical skills and knowledge of graduates of universities.

Contemporary the entry of Latvia in the European Union is now facing with new challenges: growing globalization and finding the place of Latvia within the European spatial development framework represented by the European Spatial Development Perspective. A special study programme of spatial planning is not established yet. Underdeveloped profession has an impact both to planning quantity and quality. The aim of the project is to create a European space for Planning Education to enhance the capacity of planning profession to play the substantive role the society requires in a fast changing context. The main activities are: 1/ Establish a European level Undergraduate, Graduate and Postgraduate Planning School with certified curricula; 2/ Prepare the conditions to develop the Baltic strategic planning research unit with focus on the sustainable development;

3/Collaboration between Education and Professional bodies and the provision of continuing professional development programme. Creation an Institute of European spatial and strategic planning will increase the capacity of Riga Technical University (RTU) in order to become national scale centre for spatial modeling the processes of sustainable development in regions and local municipalities and towns, as well as respective teaching and planning consulting activities. Postgraduate professional training units will be established in RTU with training courses to planning professionals and postgraduate students of Universities. At least 20 students will gain experience from science commercialization oriented projects and implementation in real planning area as team work. The first step foresees to prepare a management capacity for national scale European Spatial and Strategic Planning Institute (ESSPI) in order to capitalize the co-operation between the three major universities of Latvia (University of Latvia, Riga Technical University, Latvia University of Agriculture), research institutions, public authorities and the municipalities. The ESSPI concept include issues of management, legal matters (including intellectual property rights), marketing and public relations, personnel and education, business development and finances, infrastructure and equipment. Nevertheless, supply of new specialists is only a half of the necessary intervention. In order to retain high professional level every planning specialist has to undergo periodical training. A life long learning principles (knowledge updating) are particularly crucial for planning sector specialists regarding rapid sector development.

The comparative analyze of planning study curricula and research capacities of several European schools of planning is completed. The main directions and models of curricula and research topics will be presented.

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Global Planning Education Associations Network (GPEAN)

Prize Papers from the World's Planning Schools' Associations

"Global 'best' papers: a new step in cooperation among the worlds planning school associations."

Dialogues in Urban and Regional Planning: Prize Papers from the World's Planning School Associations is a book series published by Routledge/Taylor and Francis of London in conjunction with the Global Planning Education Association Network (GPEAN). The series hopes to improve entre to 'foreign' scholarship for urban planners working in each of the world's nations and languages and, as a result, to promote better integration, cross-fertilization and criticism. Papers for the first

volume were nominated by each of the nine GPEAN member associations and then chosen by an international editorial board. The bi-annual series will issue its inaugural English-language volume in print and electronic editions in Fall 2004. In the past, urban planning scholarship has been constrained by limited communication across national and language boundaries. Legal, institutional and cultural considerations have often been assumed as givens in planning scholarship because the degree of variation among them may be quite limited within individual nations. Efforts to promote international exchange in planning scholarship, accelerated in the past decade, and highlighted by the first World Planning Schools Congress held in Shanghai in 2001, suggest that the potential value of comparative work is quite high. At the same time, language and library budgets limit access to planning scholarship worldwide. The DURP book series seeks to offer a sampling of the best urban planning scholarship from each of the world's planning scholarship communities to scholars in the other communities. While a small sample of papers can only do so much, we believe the current level of access is such that a book series featuring some of the best scholarship from each community will be powerful in suggesting models and in leading scholars to new resources. This introductory presentation will trace the role of the nine planning school associations in promoting scholarly growth in their own regions and present the arguments behind extension of this role to the global stage. This history of the nine planning school associations will be briefly summarized and then evidence of the impact of their early efforts at cooperation assessed. Then the genesis of the global best papers idea will be discussed, as will the process for selection of the papers, ending with comments on possible lessons for planning scholarship to be taken from the first round of global best papers selection.

From ANZAPS:

"Uncertain legacy: Sydney's olympic stadiums." First published in *European Planning Studies* 10(2002):845-860.

Searle, Glen, Design Architecture & Bldg, University of Technology, Sydney (AUS), glen.searle@uts.edu.au

From ACUPP:

"Beyond labels: pragmatic planning in multi-stakeholder tourism-environmental conflicts." first published in *Journal of Planning Education and Research*. 22(2002):164-177.

Jamal, Tazim B (Texas A&M University), **Stein, Stanley** (University of Calgary) and **Harper, Thomas L.** (University of Calgary).

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From APSA:

"The management of urban regeneration and conservation in China: a case of Shanghai." paper first presented at the Seventh International Congress of the Asian Planning Schools Association, September 2003, Hanoi.

Zhang, Jiantao, Dept of Urban Planning, Tongji University, China
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from AESOP:

"Dilemmas in critical planning theory" paper first published in Town Planning Review 73(2002):417-436

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The text in this section is extremely faint and largely illegible. It appears to be a multi-paragraph discussion, possibly related to the 'Metropolitan Planning and Environmental Issues' mentioned in the header. The text is too light to transcribe accurately.

Figure 1

Metropolitan Region, Seine-Saint-Denis, Île-de-France, France. The map shows the metropolitan region of Paris, including the Seine-Saint-Denis department and the Île-de-France region. The map is oriented with North at the top. The Seine River is visible on the left side of the map. The map shows the urban area of Paris and the surrounding metropolitan region. The map is a grayscale image.

Figure 2

Metropolitan Region, Seine-Saint-Denis, Île-de-France, France. The map shows the metropolitan region of Paris, including the Seine-Saint-Denis department and the Île-de-France region. The map is oriented with North at the top. The Seine River is visible on the left side of the map. The map shows the urban area of Paris and the surrounding metropolitan region. The map is a grayscale image.

TRACK 9 : **Land-Use and Transport Planning**

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TRACK 9 :

Land-Use and Transport Planning

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The impact of job-housing Plans on traffic and environment: an italian case-study of mobility management

The aim of the paper is to show innovations in Public Administrations which adopt the mobility management approach (like the Provincia di Milano), and to show some results about the introduction of job-housing Plans in the Italian context.

Since 1998 the Italian State, according to the international Protocol of Kyoto (1997) about the climate change, has tackled a series of initiatives in order to follow the rules of lowering to 6.5% the gas emissions until 2010.

Amongst this framework the Ministero dell'Ambiente (Italian Environment Office) has introduced with the 27th March 1998's decree policies to govern the mobility's demand. The 27th March 1998's decree, called Decreto Ronchi, appoints standards to limit the emission of pollution and institute the role of the responsible for company's mobility (Mobility Manager).

The aim of this policy is to involve companies in the managerial plan for solutions with low environmental impact. It disposes the obligation for companies with more than 300 employees per local unit or for companies with more than 800 for several units the appointment of the Mobility Manager.

The mobility management is an approach basically orientated to the management of the demand of mobility, to solve people and freight problems of movements.

The Mobility Manager, within the new instrument called Piano degli Spostamenti Casa Lavoro (PSCL, Job-housing Plan), has to optimise and harmonise the systematic movements of the employees in order to discourage the individual use of the private car.

The Provincia di Milano (Council of Milan) has recently attempted to solve problems in the field of mobility; the constitution of a Coordinamento Intercomunale d'Area sulla Mobilità Sostenibile (Coordination inter-administrative of local administrations for the sustainable mobility) has already achieved unexpected and important goals: about ten local administrations and more than forty private enterprises are involved in this project.

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Transportation infrastructure and town: an organic link?

The main goal of the research is to study what sort of link between town and public transportation infrastructure exist in the case study and – learning from it - in a broader mass of cases.

The case study of the research is that of the new project for a light metro line in Brescia, as the most important project of improving public transport in a medium sized town in Italy. The project includes a number of important related works, such as the metro stations and some dedicated bus lanes.

The goal of the work is that of determining the elements shaping public space and giving it quality, mainly in the areas of stations and stops, also by the analysis of the paths to stations. A reading grid for such spaces and a drawing scheme have been set up.

Starting from basic concepts of movement and space, through the research of prototypical urban spaces, those elements characterising urban space and related to movement behaviours have been analysed in order to evaluate the main features of such spaces in general and with regards to the case study.

The reading grid being tested in the case of Brescia, has shown important results, both positive and critical, on the new concepts for linking space and movement in a highly congested area.

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Fostering urbanity in a mobile society: an exploration of planning concepts and applications

Fostering urbanity, or enhancing the specific qualities of a city, has been a continuing focus of urban planning. However, the societal context has greatly changed, making it necessary to redefine this goal, as well as the means to achieve it. Most importantly, contemporary society is a highly mobile one. Both people and firms increasingly depend on resources situated at different points in space and time. People constantly shuttle between different places of residence, work and recreation, which thanks to telecommunication networks are also being extended into virtual space. Firms operate within production chains often encompassing vast regions and tightly linked, both physically and virtually, into global functional networks. As a result, cities have become ever more dispersed, multi-centered and multi-layered spatial entities.

In such a context not only the local qualities of a place are a factor in its development, but also, and increasingly the quality of its connections to places elsewhere. Accordingly, when addressing issues of urban development fine-tuning the accessibility of places and existing or desired land uses becomes a central area of concern, while developing transport and telecommunication infrastructure and land uses become tightly interrelated, interdependent endeavors. However, planning concepts and practices to address this multi-dimensional task are still underdeveloped.

This paper addresses this issue in four steps. First, the goal of fostering urbanity is more specifically defined as that of shaping spatial conditions conducive to diversity and exchange in the economic sphere, freedom of choice and a strong public domain in the social sphere. Second, some concrete implications of this goal for infrastructure and land use planning are explored.

Third, the concept of mobility environments is introduced, as a way of addressing at the same time the local quality of a place and that of its connections. Finally, enhancing accessibility is identified as the operational focus for the integration of land use, transport (and possibly telecommunication) planning.

All four points are illustrated through examples of applications in the Netherlands. These most notably include research projects in which the author was directly involved.

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Measurement of Transportation Mobility in a City of Japan

Most transportation services are formally planned based on efficiency, though the equity criteria may affect the services. However, it is difficult and in some cases impossible to predict certain aspects of an individual's life. Thus the concept of equity is highly subjective and changes with the individual concerned. This can give an incomplete picture of equality measurement but that does not mean it can be ignored. In fact, equity measurement has been applied for long and it has been considered political rather than technical, therefore loosely used. Equity concept has been widely studied in economic area like income distribution, income mobility where in transportation field is rarely found. Enhanced personal mobility and increased personal independence are significant determinants of the quality of life.

This article aims at examining basic mobility equity in local area of Japan. The basic mobility of individual: walking, bicycle, motorbike and car, where bus and train are for public transportation services. In order to provide

adequate public transportation services (Affordable, Available, Accessible and Acceptable) to the community, questions like how far, for how long, and for how much people should be expected to travel can be raised. Gini coefficient and Lorenz curve will be used as a tool for measuring mobility equity.

Results from this study are expected to contribute to the local authority as an input for improvements of transportation services in the area.

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Developments in airport planning in the Netherlands

Environmental problems associated with the national airport Schiphol especially noise nuisance, have been important topics for policy discussions in the Netherlands in the last decades. The attention of policymakers was mainly directed to the airport of Schiphol, as Schiphol is responsible for 96% of the Dutch air transport. Although the number of flights at Schiphol is stable, air traffic is still growing. The latter thanks to so-called low-cost carriers, such as Ryan Air, EasyJet etc, that operate from smaller regional airports such as in Rotterdam, Eindhoven, Maastricht, Groningen and similar airports in neighbouring countries. These airports show a considerably increase in the number of flights.

The increasing use of regional airports may also change the spoke function of Schiphol airport. As the Netherlands are too small to have a well functioning hub-and-spoke network within the country, other nearby mainports such as London, Paris and Frankfurt may be more interesting to serve as spoke for Dutch passengers.

The paper investigates to what extent the growth of regional airports may pose a threat to the position of Schiphol. It analyses the change in the number of passengers and flights in the last years and outlines the current policy topics in order to analyse to what extent the focus of current policies need to be adjusted in coming years. Although the analysis is based on the Dutch situation, parallels with other European countries will be drawn.

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INSTITUTIONAL ISSUES : AIRPORT NOISE IMPACT

One of the most important environmental issues associated with civil aviation at the airport environs is airport noise. On the one hand, the expansion of airport infrastructure presents a set of positive economic benefits, although

those are dispersed throughout metropolitan regions and urban areas as a whole. On the other, the negative effects of such expansion possess physical characteristics, which are felt in a more intense manner in the densely occupied areas next to the airport.

The predominance of environmental impacts and the differences between spatial scales of the impacts diminish the perception of the positive socio-economic effects and the right balance between costs and benefits.

This article intends to present the interfaces between the urban and environmental legislation as well as the civil aviation norms related to airport noise. It will also discuss the limits and possibilities of the legal apparatus in the correction and prevention of the most significant effects of airport noise, taking as examples Brazilian airport located in major metropolitan areas. The paper is based on statistical data from Brazilian Airport Authority (INFRAERO) as well as recent airport environmental impact assessment reports.

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Links between the provision of local amenities and travel behaviour in suburban areas

Planning policy in many European countries (such as PPG 13 in the UK (DETR, 2001)) seeks to shift the focus of new suburban development from peripheral sites where non-car access is difficult to suburban district centres or neighbourhood centres. Such local centres do however differ greatly, in terms of both location with respect to transport infrastructure and the provision of local services. Research presented here investigates the travel choices of suburban residents, with particular reference to whether neighbourhoods with many local amenities experience reduced car use or whether extra non-car journeys are merely additional to car journeys.

An understanding of the interactions between land uses present in suburban neighbourhoods and local residents' use of transport is necessary to better inform decision-making in both land use planning and the provision of new infrastructure (such as light rapid transport) to suburban neighbourhoods. Previous studies comparing the use of local transport between neighbourhoods include those which have used in-depth interviews (for example Jarvis and others, 2001); questionnaires on usual travel (Van and Senior, 2000); and a combined questionnaire and one-day travel diary (Headicar and Curtis, 1998).

Original data will be presented from a four-day travel diary survey of two peripheral neighbourhoods of the same city (Newcastle upon Tyne in Northeast England), which are similar in locational and socio-economic terms but differ markedly in terms of provision of public transport, shops and other services. By including both a four-day travel diary and a supplementary

questionnaire, the survey provides both a detailed snapshot and a general overview of each resident's travel patterns.

Findings from the survey will be discussed with reference to the interactions between neighbourhood characteristics and journeys made, exploring also the difference in mode choice between journey purposes (particularly between light and heavy food shopping). Comparison will be made with datasets from other European travel diary surveys and conclusions drawn on the pointers this offers for best practice, both in the planning of new residential areas and in the provision of new developments, including transport infrastructure, in existing suburban neighbourhoods.

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The role of the technical evaluation of environment in the airport

In numerous countries, airports are in conflict with the nearby territories. The environmental impacts of the traffics, particularly the aircraft noise and its effects, appear as major source of tensions in these relations.

This proposition deals with the aptness of the classical modes of environmental effects evaluation, in the light of the weak socio-political efficiency of the technical and normative actions they supply: whereas the noise decreases or stabilizes near all the airports (in spite of the traffics increases), surveys data show an annoyance increase and the conflicts do not stop growing. Hence, would not these conventional modes environmental valuation be one of the causes of the conflicts?

The material mobilized comes from studies on several European and American airport conflicts (2002-2003), and from a secondary analysis of an survey led near Orly Airport (second French airport) in 1999. The methodology articulates in depth interviews with stakeholders (airports cases), questionnaires survey, statistical run and a GIS analyze of Orly data. It emerges from this crossed analysis that the noise evaluation is one of the core of conflicts, because it does not allow, in its current technical modes, to represent the local residents, and more widely, the territories in the policy arena. And, the SIG analyze of Orly data shows clearly this gap. This indicates also the possibility of thinking indicators (and then maybe environmental standards) which, built around the effects of the noise (ex: the annoyance), could allow to think about the participative expectation of the local residents and the local elected members to the decision making process. Here is an other common feature to the observed conflicts.

These empirical results, at the interface of AESOP congress workshops 9, 3 and 11, take place in a more global topic concerning the indicators of sustainable development and the public policies territorialisation.

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Sustainable Transport Planning for the new Eastern Milanese Metropolitan Plan

The paper will focus on the new strategic plan for the eastern sector of Milanese metropolitan area, developed and included into the new Milanese Provincial Master Plan.

For the first time, the Milanese metropolitan planning authority decided to open the planning process to the local administrations' contributions: the Eastern municipalities are grouped together and they are developing a strategic metropolitan plan to be included into the general metropolitan plan, and to be used as a new sustainable development strategy for the future of the area.

Transport planning is a central issue in the planning strategy: the area is interested by many new metropolitan planned infrastructures, and local municipalities are trying to develop different, and more sustainable strategies to address future mobility on the area.

The paper will show how transport planning is becoming the central issue in the metropolitan strategic development plan: a strong interplay has been developed between the metropolitan planning authority, keen on transforming the infrastructural networks but focusing above all in building a new system of regional highways, and local municipalities, keen on reseraching a new sustainable metropolitan strategy to transform simultaneously the built environment, transport networks and open lands.

New roads' corridors are so planned as new green networks; improvements in the existing regional railroads are seen as a opportunity to concentrate around the stations the sprawled metropolitan areas; integration between public transport facilities and sustainable transport networks are the ways to change car oriented suburban development.

The presentation will focus on the new strategic plan for the Eastern Milanese metropolitan area, showing how transport planning became the central issue to create a new sustainable strategy: local partecipation discussed infrastructural projects, trying to transform the provincial list of priorities into a local sustainable development strategy, using infrastructural planning as an opportunity to create a new quality for the environment. The paper will show the case study, the discussed projects and the planning strategy adopted, and above all it will show how transport planning can open its fields of applications to include a general research of sustainable development for the areas it interests.

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The Turin's "Spina Centrale" project: a great infrastructure from the past as an opportunity to recreate land use

Turin, chief town of the Piedmont Region (Northern Italy, territorial area covering approximately 2,500,000 m²), has approximately 950,000 inhabitants.

The "Spina Centrale" project refers to the railway line that crosses the city from north to south and the disused industrial areas along its route. The work will be carried out over a ten-year period, between 2000-2010, with the use of both public and private resources.

The project provided for in the General Urban Development Scheme for the "Spina Centrale" - one of the three main axes that form the basis for large scale redevelopment - exploits the restructuring of the Turin railway link in order to carry out an important urban renewal operation. Turin was the first Italian city to develop a Strategic Plan for a ten-year period.

The General Urban Development Scheme has located the 4 areas of the "Spina Centrale" (called "Spina" 1, 2, 3, 4) that constitute the most important complex of disused industrial areas that are suitable for redevelopment. Approximately € 1,000,000 will be invested to redevelop these areas, which cover an area of more than 2,000,000 m².

The "Spina" axis, which extends outwards into the metropolitan area, is part of a unitary project that combines the potential of the 'underground' railway system with urban renewal at ground level, to reveal a new urban landscape. This transportation project is innovative in that it also includes plans that valorize urban aspects. Firstly, at the environmental level: the whole distance covered by the railway line will be covered over and a wide boulevard will be created. Secondly, in terms of improving connections: the project valorizes the function of the railway link as well as the improvements to urban accessibility provided by the new road axis, which links the existing road network and city.

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Gibbs sampling estimation of residential location choice models with spatial and temporal dependency

Recently in Japan, a compact urban form such as a transit-oriented development is discussed to be desirable for the aged society with a dwindling population from viewpoints of efficient public services, decrease of

environmental impacts and equity of mobility. In order to estimate impacts of this kind of land-use and transportation measures, several researchers have tried to develop residential location choice models of small area unit (for example, Waddell, 2002). However, spatial statistic features of residential choice models have not been clearly illustrated. Besides, it is still a crucial issue to develop models to express urban location dynamics.

This study aims these threefold; (1) to develop household residential location choice models with spatial and time-series dependency estimated by Gibbs sampling, (2) to compare accuracy of models by size of analysis area units and (3) to scrutinize temporal stability of the proposed model structures.

First of all, we propose Bayesian locally linear spatial models (Le Sage, 2001) with time series correlation by assuming spatial heteroscedasticity and temporal dependency of household residential location choice utility. The proposed models are then estimated by using longitudinal 250m mesh population census and land price data from 1980 to 2000 in Yokohama city. Secondly, they are also estimated in several area units from 250m to 2km mesh scales in order to examine modifiable area unit problems (MAUP). Thirdly, the proposed models are estimated in several time periods in order to examine whether their structures are temporally stable or not.

It is concluded that the proposed models reproduce household residential location better than existing models that only assume spatial dependency (Furutani et al., 1999), when they are applied to small analysis area unit from 250m mesh to 500m mesh. It is also indicated that parameter estimation results reflect dynamics of urban structural changes by assuming temporal dependency but depend on spatial weight matrix. Because the study area has a polycentric urban form and has been developed along major railways, it seems appropriate to apply weight matrix that assume spatial anisotropy of location utility.

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Economic valuation of environmental aspects in transport infrastructure planning

At the beginning the article outlines the reasons for taking into consideration environmental aspects in transport infrastructure planning at all and points out the standing of ecological matters between economical and ethical issues. Then the question is addressed, what environmental oriented planning consequently should be and especially how we can deal with evaluation problems in this field. Based on a general criticism of formalised methods of decision making tools like cost-benefit-analysis (CBA) the article provides an comprehensive view of problems arising in every single step using the CBA for assessing also environmental aspects. It turns out that in

spite of all shortcomings "classical" evaluation methods (like CBA) still have their legitimacy: They exert pressure to reveal real project objectives and try to make them measurable. They attempt at including all relevant (also environmental) effects. They force the decision makers to come to a political decision for intangible effects and they clearly allow a strict separation between objectives and their evaluation.

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The much-heralded consensus over the renaissance and resurgence of cities in advanced societies belies real tensions as to the key characteristics of optimum urban form. There are many unanswered questions about how such a renewal is to be achieved in practice. This paper examines the scope for using land use planning and design in reducing travel by the private car. The key questions underlying the analysis are as follows:

- To what extent does the built environment affect how often and how far people drive the car, use the bus or train, or walk or cycle?
- How do socio-economic circumstances affect travel behaviour; and how do they interrelate with land use factors?
- Does the land use and transport interaction relationship change by location and over time? Do individuals modify their travel behaviour over time? Does co-location of residence and employment occur?
- And finally, can land use policy and planning be strategically and locally applied to reduce car use?

The analysis considers the interaction of urban form influences - such as density of development, settlement size, distance from urban centres and transport networks, jobs and housing balance, local neighbourhood design, public transport accessibility and green belt designation - and socio-economic influences - such as income and car ownership, house tenure and attitude to travel - with travel behaviour. The chosen study area is the county of Surrey, UK. The paper particularly examines the concept of spatio-temporality, demonstrating how the land use and transport relationship changes as travel behaviour is modified, and resident and employment locations co-locate over time. The analysis is based on two household surveys carried out in the county of Surrey in 1998 and 2001.

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Sustainable Transport in the Metropolis: Exploring the Need for New Approaches

European cities and regions of all sizes and types are confronted with the same challenge: the promotion of more rational and sustainable forms of urban mobility. The predominance of road transport for personal mobility and the growth of CO² emissions from transport impact also have negative impacts on health, safety and social inclusion. Technical "problem-solving", as well as the purely "political", approaches to this conundrum have come under fire over the last decade.

This paper firstly, addresses the need for a new approach to transport planning in city regions through a summary of the perceived barriers and uncertainties to innovation in urban transport identified in the English language literature. In relation to her European neighbours, the UK performs poorly on several indicators that are central to the delivery of sustainable transport policy solutions including institutional collaboration, obtaining political assent and project coordination. The paper then goes on to discuss the most significant barriers identified by transport planners in two surveys of UK local authorities in 2003. The research found that there are two main gaps in the knowledge base required to evaluate urban transport innovations. Firstly, the costs of reducing the environmental impact, which are social as well as economic, and secondly, the timeframe in which short-term targets should be reached, which partly depends on political perceptions. It is not possible to formulate a traditional "technical" solution to these kinds of uncertainties since they largely depend on the value judgements of the stakeholders, whose decisions depend on how they apprehend the nature of the target, the legitimacy of the process involved in reaching it and their perceptions of the quality of life which results.

The paper finally reports on the preliminary findings of current research with 16 UK local authorities which aims to explore these organisational, institutional, financial and social issues in greater depth.

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Regional road networks in planning of metropolitan landscapes

Metropolitan areas not only encompass built-up areas, but also the open spaces situated within the metropolitan sphere of influence. A relatively high demand for space for purposes such as living, working and transport, negatively impacts the uses that traditionally dominate open spaces. Agriculture, nature areas and specific forms of outdoor recreation come under pressure and sometimes become fragmented due to new built-up areas, construction of infrastructure and/or growing traffic flows.

Planners deal with these problems. Because of the interrelationships between land use and infrastructure it is important to include the latter in this planning. New land uses generally generate more traffic and so make higher demands on existing roads, never designed therefore. Where motorways get congested, rat run traffic on roads of a lower order may appear. These are dangers to a safe and efficient operation of traffic flows, including bicycles and tourists. In this context the regional network, consisting of motorways, arterial highways and minor rural roads should be considered in planning.

Traffic calming of rural areas is an instrument for strategic planning of road networks on a regional scale. The idea behind this concept is to concentrate the traffic flows on motorways and arterial highways enclosing the traffic calmed area, leaving the minor roads there to local inhabitants and tourists. The impacts of traffic calming on accessibility are slightly negative. Traffic safety and environmental impacts such as noise, emissions and habitat fragmentation for the fauna are considerably improved.

The paper has a double aim. Firstly, we argue that including the road network in a strategic planning on a metropolitan scale is a *conditio sine qua non* for a better management of green spaces around our cities and towns. Secondly, we illustrate that the concept of rural traffic calming can be helpful in such a management.

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Planning infrastructure as renovation for urban, territorial, environmental surroundings

Starting out from overcoming ways in planning infrastructure which design roads separately from the actions on territorial context, I would like to present an integrated approach that regards jointly the existing relations between roads conditions system and the territorial system, both from the urban and environmental point of view, and relations between territory, inhabitants and "players who act in it".

The method of this research, is oriented to find analytic and planning actions developed into diversified and connected morphologies of interventions: it describes the concept of infrastructure both as longitudinal element, involved in requirements to ensure long distance connections and fluidity of traffic

flows, and as transversal-relational element, namely characterized as local relationships generated by neighbouring urban areas, focused on road-users integration, increasing quality for public urban spaces and safety for weak categories of displacements (improving "slow mobility").

This work is developed through specific steps which are defined as a continuous association of analysis, interpretations and purposes related with road descriptions, its using conditions, interactions with territorial system and environmental implications. In this way, I wish to present a list of experiences applied to cases study in different territorial contexts and developed through distinct scales of intervention:

- Re-planning of roads crossing small urban centres
- Re-planning of major streets in mixed urban contexts
- Planning of main roads in territorial contexts

Besides the integrated approach above mentioned, the common criterion of these experiences could be considered the working methodology, which develops through a definition of reference territorial contexts and descriptions, a singling out of road network and urban context problems, a selection of strategies and planning criteria, the elaboration of the project and implementation of improvement policies.

This method could be also reiterated and shared to build a process of good practices finalized to improve didactic orientations.

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Determining Traffic Analysis Zones Using Land-Use and Transportation Data in the Seoul Metropolitan Region

Determining traffic analysis zones(TAZs)is the basis of land-use and transportation planning. It classifies a study region into different TAZs that contain a number of adjacent areas with similar socio-economic characteristics and land-use patterns. Since land-use and transportation planning is based on traffic analysis zones, the accurate determination of TAZs is essential in the success of land-use and transportation planning.

Though this is a very important issue in both academic and practical fields of land-use and transportation, there are very limited studies for determining TAZs using land-use and transportation data. Transportation planners often define TAZs based on their experimental criteria and judgements. Existing procedures for determining TAZs lack consideration of theoretical backgrounds of the procedures, impacts of selected input data sets and analytical methods, and decision rules for identifying the optimal TAZ areas. This may result in the failure of transportation planning a policies in a metropolitan region with a large-scale transportation network.

The objectives of this research are to develop a systematic procedure for determining TAZs in the Seoul Metropolitan region, to identify relevant socio-economic variables for the procedure, and to investigate the impacts of different TAZ clustering techniques. This research applies statistical analysis methods including factor analysis, cluster analysis, and determinant analysis. Population and Housing Census data, Resident Registration data, and Land-Use data of Year 1995 and 2000, and transportation survey data of 1996 and 2002 are used as input data sets. Five factors are identified using the Varimax rotation method of factor analysis from input data variables. The single method, the Ward method, and others of cluster analysis are applied to classify TAZs in terms of Euclidean distance. Classified TAZs of the Seoul metropolitan region are evaluated by the discriminant analysis. The comparison of classified TAZs using different analysis methods shows that TAZs are determined differently by the combination of input variables and analytical methods.

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Institutional Change. Path Dependence and Transport Planning in Pakistan

It seems certain that achieving the scale of change in the production of the built environment necessary to save the world from the threat of rapid global warming, and consequent climate shocks, will require profound institutional change over a range of policy domains. Such change must encompass more than organizational structures, and includes reinvestment in intellectual capital, change of intersubjective mental models, and transformation of embedded systems of governance. In this paper the concept of path dependence is explored and some implications discussed of its transfer from the sphere of production - including city production - to that of governance. We postulate the existence of path dependence in transport planning incities of the developing world. Our case study is Pakistan. We distinguish path dependence from political power in general but note that an exploration of path dependence in this sphere must focus on the financial and technical dependence of local policy on international aid agencies.

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Are there patterns in the shift of policy attention over the years in European transport policy?

At the national level, transport policy issues, such as congestion and traffic safety are highly similar throughout Europe and often lead to similar policy solutions. Congestion pricing is such a solution that is either introduced or a topic of discussion in at least the UK, Norway and the Netherlands. Similarly traffic safety is also a common concern in all European countries. Congestion and safety dominate the policy agenda, but there are many more other less prominent issues related to transport that need urgent attention of policy makers.

Given the large variety of prevailing policy issues related to transport, policy makers have to make a firm but restricted choice out of these topics. It shows that the topics selected over the years vary substantially. Within the Netherlands a clear shift can be observed from the emphasis on the reduction of mobility towards providing better infrastructure.

This paper investigates if and to what extent other European transport policies have seen a similar shift in focus and also if a common pattern may be detected. The analysis is based on examination of national transport policy documents from five different European countries.

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Extended Excess Commuting Technique as a Jobs Housing Imbalance Measure

Studies on the link between urban form and travel have received much attention by scholars in the fields of city and transport planning. This is based on the expectation that the appearance of an urban morphology may make a significant contribution to the opportunities for reduction of urban travel, leading to a decrease in the consumption of energy. However, as far as the relationship between decentralisation of urban form and travel behaviour is concerned, although much has been done to date, the specific relationship between the two has been inconclusive (refer to Crane, 2000).

The research tries to make a clear link between the "urban decentralisation process" and "commuting behaviour". In regard to the relationship between the two, the extended excess commuting technique, developed by Horner (2002) and Ma (2002), provides one means to explain urban form and journey to work travel linkages in terms of urban commuting potential. In this approach, the urban commuting potential can be measured by the difference between the best scenario where all workers try to minimise their work trips and the worst scenario in which all workers choose their work places as far as possible from their residence given a distribution of jobs and residential places.

This paper focuses on theoretical and methodological discussion regarding the excess commuting measure. Firstly, the concept of traditional excess commuting is extended and re-interpreted. In this part, the concept of the theoretical maximum commute is incorporated into the traditional excess commuting technique to explain the possible relationship between urban form and journey to work trips with respect to urban commuting potential. Secondly, the relationship between changing urban form and the theoretical maximum and minimum values in the excess commute measures is investigated using six simulations. Thirdly, the study incorporates the jobs and housing imbalance issue into the extended excess commuting measure and discusses how this measure could be used as an application tool for benchmarking commuting efficiency in a city. Finally, the research further discusses why mixed land use policy may not guarantee a shorter commute, even though it may provide a better potential for shorter commuting.

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Assessing the Influence of Local Coalitions on the Effectiveness of Urban Containment Policies in the United States

Land use policy design, adoption and implementation, are processes characterized by a great complexity of interrelated factors and actors. The proposed research seeks to understand how the power structure of local communities influences the decision-making process through the choice and design of land use policies, and the resulting outcomes in terms of the perceived effectiveness of these policies. More specifically, the research focuses on urban containment policies. Urban containment policies have gained an increasing importance in the United States, as they promote compacts and contiguous patterns of development and preserve open spaces, agricultural lands and environmentally sensitive areas.

The present research seeks to answer the following question: is the effectiveness of urban containment programs a function, both directly and indirectly, of the coalition politics or regimes existing at the local level? For the purpose of the research, effectiveness is defined as the success in achieving the desired outcomes or patterns of development.

Based on a mail survey of planning directors of 378 local jurisdictions located in Arizona, Colorado, Florida, North Carolina, Oregon and Washington, the research hopes to demonstrate that the variation in terms of the adoption and quality of implementation of urban containment policies at the local level is influenced by the breadth and orientation of local coalitions that dominate the land use decision making process. Furthermore, these findings, as well as the conceptual framework developed for the research, will provide the basis for comparative study between the United States and Europe.

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The integration of cycling and light rapid transit

The main theme of the paper is how to achieve best practice in the integration of cycling with new and existing light rail transit lines and networks.

The paper will present the conclusions and recommendations from a one-year research project funded by the UK Department for Transport and the Engineering and Physical Science Research Council under the FIT (Future Integrated Transport) Programme. The project focused on the experience of 4 British urban areas that have introduced new Light Rapid Transit systems in recent years, i.e. Manchester, Sheffield, Croydon and the West Midlands.

The project addressed three main issues:-

- The safety implications for cyclists of LRT and LRT-related infrastructure;
- Cycle parking requirements at tram-stops and interchanges;
- The advantages and disadvantages of various existing and possible arrangements for carrying bikes on trams.

The project also included:

- Relevant lessons from LRT systems in other European countries, with fieldwork in Strasbourg, Karlsruhe, Freiburg and Basle.
- The compilation of an international database on detailed of bike access on trams arrangements on many different LRT systems.

The presentation will include the main findings in relation to these issues and will conclude with the main recommendations from the research project, of relevance both to existing LRT systems and future extensions and, more widely, to the development of integration not only between different transport modes but also to the integration of transport and land use planning.

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Improving transport infrastructure through land value capture

As cities expand and improve so the demand for travel increases. Urban expansion and urban renewal both tend to do this thereby increasing the need to manage the movement of people and goods more efficiently and more effectively.

This management is largely manifest through a system of land use planning, deregulation of public transport services and public-private partnerships

aimed at providing new transport infrastructure. The planning system, where policies and regulation are used to guide and control new development, seeks to ensure that new development does not add to the transport problem prevalent in so many towns and cities. To a limited extent it is also used to try and improve upon the existing situation.

One method that is being explored to improve the situation is to link new transport infrastructure investment with increased land values. The basis for this is that new infrastructure in such things as motorways and railways increases land values and that there ought to be a way of capturing at least part of the increase in value in order to pay for the new transport infrastructure. The problem is how to achieve this.

My paper will focus on this problem. It will show why there is a problem and why land value capture is important, not just as a means for obtaining revenue for new infrastructure, but also as a means for creating a more efficient and more effective use of land. The notion is that in addition to creating more revenue, which can be used to provide additional and necessary infrastructure, it can, at the same time, by creating a more efficient use of land, reduce the need to travel and further reduce the nature and extent of the transport problem.

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Travel speed and modal choice in Copenhagen: transport infrastructure

Current transport policies in many European cities combine public transport investments in order to improve its market share, and road building in order to keep up with expected traffic growth. Apparently, there is a prevalent belief among policy makers that increased road capacity in urban areas does not in itself cause any growth in car traffic worth mentioning. Several model simulations of the impacts of alternative transport and land use policies (e.g. Dasgupta, 1994) tend to support such a belief, which is based on the assumption of a small, or even negligible, field of competition between car and public transport. Contrary to this, theories of induced travel (Noland and Lem, 2002) assume that there is a considerable field of competition between different modes of travel in congested urban areas. Transport infrastructure investments increasing the speed of one mode of travel changes the relative competitiveness of the modes and hence also the modal split. According to some theorists, the speed level on congested urban roads is set by the speed of the public transport system, because faster transit services will make some car commuters shift to public transport, thus relieving congestion on the roads and allowing for better-flowing car traffic (Mogridge, 1984).

The paper presents results from a study in Copenhagen aiming to evaluate the above-mentioned competing theories, focusing in particular on the impact of a recently completed metro line. In particular, the influence on modal choice from the door-to-door travel time ratio between car and transit for journeys to work will be addressed. The data sources include travel surveys among commuters working at workplaces in varying distances from metro stations and other public transport stops, qualitative interviews among commuters, and "participatory observation" in the form of test-traveling selected routes by car, transit and bike. The results will be interpreted in the light of a broader range of empirical studies, including investigations in Greater Oslo (Næss, Mogridge and Sandberg, 2001).

The findings are highly relevant to transport infrastructure planning in cities aiming to "break the curve" of traffic growth and promote more environmentally friendly modes of transport.

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Urban fields in the making: new evidence from a Danish context

A recent study of transportation and urban structure in a larger Danish city concludes that the location vis-à-vis attractions far beyond the city borders, has a detectable bearing on the inhabitants transport patterns inside the city. This indicates a high degree of functional integration between cities and accentuates the concept of the "urban field" suggested by John Friedmann (1978). The concept of "urban field" suggests that mobility has been democratized and increased to a level where several cities can be part of the same functionally integrated urban field. As a consequence the significance of the single urban centre and the city as an entity will change markedly.

This paper aims to analyse the development towards urban travel- and commuter fields in Denmark. The questions asked is to what degree urban fields are emerging? - And what is the speed of this development?

Key data sources are the Danish commuter statistics and the national travel surveys. They are both used as means to map the increasing functional integration, indicated by the exchange of commuters and other travellers, between cities in the Danish urban system. The Danish commuter statistics provides a rare opportunity to analyse the speed and patterns of change over the last 20 years. Places of work as well as residences have been registered systematically for all members of the workforces since 1981. The analysis relies on an origin-destination dataset based on the 2200 Danish parishes. The national travel survey has been conducted systematically since 1995. It covers the entire country on the basis of a representative

sample of approx. 15.000 respondents each year. Based on origin-destination data from the representative travel survey it will be possible to add the functional integration of leisure and shopping purposes to the analysis.

The data is used as a means to map and discuss the development of urban fields in Denmark and to analyse the development of commuter fields in relation to the largest urban centres (commuting to the CBD, directionality of commuting, commuting distances).

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Land-use and transportation planning policies: the 100 Stations Plan of Naples and the case of Municipio station

The aim of this paper is to define the methodology applied for the definition of the new land-use and transportation plan of Naples: the "100 Stations Plan". This plan, approved by the Town Council on July 2003, is an innovative planning instrument and, defining "metro stations as an occasion for urban requalification", governs the transformations processes planning both interventions on collective transportations system and on urban land use system. The plan is directed to reduce Neapolitan metropolitan area from its increasing auto-dependency, expanding the influence area of each stations and increasing the accessibility from the collective transportation system to mayor urban functions.

In the paper is then analysed the case of the Municipio station, as an extreme case of the integration between transportation and land-use planning; in fact, in December 2003, in the station building site, important archaeological ruins of the second century A.D. were found.

The approach used to define the planning methodology is an "holistic" approach, for which the mobility system and the land-use system are integrated and interactive as regard the distribution of the activities on the territory and the opportunity of displacements offered.

The strategies and the effects of the plan are valued and measured with the support of an integrated transport model and by a stations GIS, which integrates transportation infrastructures data, sociodemographic data, pedestrian paths times and costs, location of mayor urban functions and specifications of the mayor projects of urban transformations in the new stations influence areas.

The relevance of this work to planning education and practice consists in providing a methodology for the definition of an land-use and transportation plan and a decision support tool for governing the urban transformations processes. In fact, with the aid of this decision support tool, three scenarios for the study case of Municipio station were defined: a "transportation" scenario, an "archaeological" scenario and an "integrated" scenario that

provide the project of a metro station which is also an open air archaeological museum, ensuring the development of the urban environment quality.

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Transportation Policies and inequalities : case studies in European and North-American Cities

The research program of the Laboratory of urban sociology (LASUR) of the Swiss Institute of Technology focuses on recent changes in modern cities in order to re-define the nature of the urban phenomenon . The urban space is not considered as merely a field for investigations but as the central issue of the research itself. The central hypothesis is the following : Mobility is at the core of the modern city; it feeds the urban space and its evolution.

The paper will present a research which investigate the effects of spatial, virtual and potential mobilities on the increasing of social and economical segregation in cities. The research strategy, using a trans-disciplinary and cross-national approach, first seeks to construct a panorama of the existing scientific research around issues such as urban development, segregation, transportation and telecom policies in order to assess the validity and specificity of the mobility hypothesis in different urban environments. Second, data are collected for European and North American cities (in order to assess the impact of telecommunication and transportation policies on urban mobility). Finally, various policy tool kits can be produced in order to understand how public policies in the field of mobility can influence urban life and urban process. Such comparison permits to focuses specifically on the linkages between changes in urban services and facilities (localization, access, management) and the increasing process of social and economical segregation taking place in large cities. The main question deals specifically with new forms of management in urban services and their impact on the production of social and spatial inequalities.

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Transportation Policies and inequalities : case studies in European and North-American Cities

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Shaping radical transport policy ideas through deliberation – three stories of traffic restraint in the Peak District National Park

At a time when the future direction of transport policy is unclear, and where serious questions exist about whether and how radical measures to control car use can be introduced in different settings in the face of cultural and political barriers, it becomes important to examine closely the ways in which these radical ideas surface within local policy processes, and how they are promoted, resisted, reshaped and ultimately institutionalised or silenced. What roles do different forms of deliberation play as authorities explore new directions, and face up to difficult trade-offs, as they seek to make the difficult choices and trade-offs implicit in implementing sustainable development and create persuasive stories of sustainability (Eckstein and Throgmorton 2003)?

This paper, then, explores how radical policy ideas get contested in different deliberative arenas, and seeks to open up debate about how different forms of deliberation can make a difference to the policies that result. When should policies be developed in stealth, and when should they be arrived at through open participative processes? When should we listen to all voices, and when should we decide to trust nominated or elected representatives to balance interests? Is policy making between professionals behind closed doors a necessary practice when faced with anticipated resistance to emerging radical transport policies?

The research analysed decision making in three very different types of deliberative arenas, all centred on the decisions and policies within a single national park – the Peak District in England. In each arena, difficult questions of car use and traffic restraint were being addressed as the National Park Authority sought to collaborate with stakeholders and integrate conflicting interests through a range of institutional structures and practices including strategic partnership working, local consensus-building, and the extension of representative democracy. These approaches were analysed, to see how stakeholders' different interests were integrated or marginalised in the development of policy storylines in each arena (Hajer 1995), and to gauge the extent to which policy processes satisfied the criteria of increasing the capacity for action, advancing sustainable development, and doing this in ways that satisfied the need for democratic legitimacy (Parkinson, 2003).

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ASI Project - Asses implementations in the frame of the Cities of Tomorrow

Researchers from Austria, Czech Republics, Italy, the Netherlands, and Sweden collaborate in the EU sponsored project "Asses implementations in the frame of the Cities of Tomorrow" (ASI). ASI is centered on quality of life issues and the way they are dealt with in projects aiming to promote sustainable transport. In general, these issues tend to be overlooked by researchers, as they are difficult to measure or quantify. The main objective of this project is to examine whether and how policy makers take into account quality of life effects when designing and implementing transport policies, by reviewing policy implementations in cities that participated in the Cities of Tomorrow programme. Based on this, development of an instrument that will enable decision-makers to better address quality of life issues in mobility projects is prepared, in order to secure public acceptance and promote user behaviour changes.

The project follows holistic approach to sustainability; special emphasis is given to issues of sustainable transport. This reflects the fact that the urban structure directly predetermines the transport system and that the mobility of people and goods has a central impact on the quality of urban environment. Therefore the project clamours for compact, space-saving settlement structure interrelated with an environmentally compatible transport system. Its scientific orientation is determined by the objectives of the EU policies and its inspiration sources could be found also in ecological and architectural movements. Similarly to their typical approach, the project Ecocity intends to realise its vision of sustainable city through planning of an ideal physical structure within a spatially limited model area.

The project answers the following questions:

How do planners and policy makers determine the quality of life-effects of their transport policies?

To what extent do transport policies affect the quality of life of various user groups?

How can quality of life effects of transport policies best be assessed to secure public acceptability and promote sustainable transport systems?

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Managing mobility: reflecting on the French and Italian planning tools at local scale

A shared consciousness that the increasing private mobility rate and the related environmental and safety problems must be urgently tackled at different territorial scales is well agreed all over the European Countries and in the economically more developed part of the world.

As far as cities are the central concern, a second shared point is the need for co-ordination between mobility and town planning, as the town needs to be considered as a whole complex and inter-related body.

Among transport policies, such as political or financial targets and incentives, or National campaigns to promote behaviours, modal shift or increase the use of public transport, mobility planning shows a high variety of solutions and tools throughout European Countries.

The approach - meaning the medium-long term strategic planning of all aspects affecting mobility, including infrastructures and management - is sometimes different from the root: it may vary from planning mobility in a real sense (a broad consistent mobility plan), to planning public transport (transportation plan), to a group of technical measures for a better circulation or aiming at a specific target (such as, for example, the measures for vulnerable mobility users).

Among different approaches (such as the legal or the environmental approach), the paper will focus on the analysis of the applications of the French Urban Travel Plans (PDU) and the Italian Urban Traffic Plans (PUT). They are tools for reflecting on travel within towns, whose goal is to promote public transportation and the least-polluting modes of transportation.

The integration between town planning and mobility management is one of the main steering points in the on going development process of both PDU and PUT.

The relevance of the research topic lies in the challenge for co-ordinating town and mobility planning, that is crucial for the future of towns. Far from being just an operational problem, it implies the search for co-ordinating both scientific research and technical education, that show a traditional separation of competences.

The paper illustrates some experiences in the two EU Countries derived from the direct implication of the Authors, both as researchers and practitioners.

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URBAN PLANNING MEASURES AGAINST THE FLOOD DAMAGES

Disastrous floods that hit many Moravian and Czech cities and towns in July 1997 (and later in August 2002) became an important turning – point of their social – economic development. This nature phenomena with its extend and impact in late one hundred years caused immediately expert discussion, especially about ecological, hydrometeorological and water – industrial sphere. Also the function of particular floods protection systems, legislative frames of problem, psychic and people's behaviour impact were observed and discussed.

Analysis of causes and courses of the flood can be summed up to several points:

- Extraordinary rainfalls caused extremity of flood
- Better management of the country could partly hold extreme volumes of the water from mountains
- Water – industry works failed in part (not dams)
- Last 100-150 years experienced violent and unregulated urban development that was not influenced by any similar experience as that from 1997

Methods of decreasing potential flood damages

Region planning materials can regulate and direct towns and cities development and increase or decrease damage potential during possible flooding of these areas. We can judge various analyses during development and line construction planning to possible flood damages.

Kinds of arrangements for flood damages decrease

We can track two possible areas or ways of decrease of the damages on the possessions (not just in urban areas), that mix together in parts.

- It is possible to decrease the potential of possible damages.
- It is possible to protect existing damage potential It is necessary to coordinate regional development strategies.

Principles of town against flood protection:

- First possible method is principle of „zero protection“. It means that potentially endangered locality is taken of from this category with presumption that relevant high waters are caught differently outside developed area.
- Principal method is based on endangered area potential damage decrease. It means acceptation of suitable functional and spatial use and development.
- It is necessary to judge proper town development strategy in longer horizon than Community Region Plans is.

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Evolving Transport for an Evolving Capital: A Case Study of Cardiff

This paper will examine the development of transport provision in Cardiff over the past 30 years. After a brief overview of the preceding history, prior to the major UK local Government reorganisation of 1974, the subsequent evolution of local policy and practice in the transport field will be discussed.

The discussion will cover consideration of both local development policy objectives, which include the economic and physical regeneration of Cardiff Bay, and Cardiff's hinterland, and also parallel developments in National Government policy (UK and Wales) regarding both provision and financing of transport.

The impact of concurrent organisational changes, including the imposition of a unitary local government structure from 1996, and the devolution of most Transport responsibilities to a new National Assembly for Wales from 1998 will also be reviewed.

Finally the position will be brought up date with a consideration of developments regarding the City Government's current proposals to establish 'a public-private partnership to oversee the modernisation of the local transport system'; and some critical reflections on the whole saga.

TRACK 10 :

Planning Processes, Administration and Law

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TRACK 10 :

Planning Processes, Administration and Law

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The Treatment of some basic characteristics of a new Strategic Spatial planning in Europe and Australia

In the 1990s a more strategic approach for cities, city-regions and regions became fashionable in many places (Italy, U.K., Spain, Ireland, Belgium, Germany, France but also more and more in Eastern European cities).

There are several reasons for this 'revival' of strategic planning: growing complexity, problems of fragmentation and exclusion, the dramatic increase in interest (at all scales) in environmental issues; the influence of competitiveness, a re-emphasis of the need for long-term thinking and the aim to return to a more realistic and effective method than traditional land-use planning.

There is no best or one single way to do strategic planning. The most appropriate approach depends to a large extent on the challenges faced, the particular context (material and institutional) of a place and the 'political' position/attitude the main actors in the process take. A first purpose of this paper is to (re)define the "what" and "how" of strategic spatial planning. A 'new style' strategic planning will be formulated from a threefold perspective: the challenges places are facing, a selective reading of the literature and experiences from planning practice. Out of the definition of the 'what' and 'how' of strategic (spatial) planning a simple and synthetic template will be constructed to confront some main characteristics (such as: role of the public sector, the degree of selectivity, identification and involvement of stakeholders, multi-level governance, visioning, institutional design, action orientation) of a 'new style' strategic planning— in a first broad scan — with specific strategic plans from different planning traditions in Europe and Australia. The template allows highlighting the aspects of the various case studies that are considered relevant; it makes the treatment of the different case studies roughly comparable.

For the Australian and the Belgian cases existing material will be complemented with interviews of some main stakeholders. Other cases will be dealt with by means of existing written and accessible material. The expected outcome is a first categorization of strategic plans and strategic planning: similarities, differences, issues dealt with, politics of diversity, design of institutions etc.

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Flexibility and illegality: the Israeli experience with zoning amendments

The Israeli planning system, like many other Western systems, faces a growing gap between its official structure and what is actually implemented. Mainly, an inconsistency exists between the formal top-to-bottom regulatory approach of the Israeli system, and the flexible dynamics that occur in practice. While statutory land-use plans attempt at both forecasting and determining future development, they often turn into obstacles that prevent local initiatives from ripening. Hence, non- and semi-official procedures come into being, which enable the synchronization of long-term plans with detailed planning and planning applications.

The paper focuses on the prevalent local zoning amendment procedure and examines its background as well as implications. A considerable part, if not the majority of detailed planning in Israel, requires local amendments to long-term comprehensive land-use plans. This semi-official procedure is linked to Israeli political culture, especially to the tendency to legitimizing illegal practices. The paper claims that the certainty-discretion dilemma of modern planning (Tewdwr-Jones, 1999; Cullingworth, 1993; Booth, 1996, 1995), together with the acceptance of illegal and informal practices, create a spatially disturbed behavior, which actively tests the bans and limits of existing possibilities. Two case studies illustrate the problematic aspects of local zoning amendments in comprehensive land-use plans. The first case relates to the Ministry of Housing using a local zoning amendment in order to contravene a statutory plan in order to build new settlements at the southern periphery of Israel, where official planning policy rejects new development. Whereas, the second case relates to coalitions of builders and local government officials who make use of local zoning amendments to circumvent land-use limitations.

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Property Rights between Two Extremes: The paradoxical coexistence of the private and public views of land in Israel

The pendulum of views about land ownership and the relationship between private owners and public needs had swung to great extremes in the 20th century. In recent years, with the disappearance of most communist countries, the ethos of private rights in land has gone to extreme in many

countries. Such is the case in the USA today with the "property rights movement" and such is the attitude today in many of the formerly communist countries. In other countries, such as Germany, Canada, Brazil, the law seeks a middle-of-the road view of property rights. The legal and policy status of property rights has direct impact on planning.

Israel is one of the few democratic countries that today maintains a mixed system of land ownership, one that spans the two extremes. On the one hand, Israel's public land ownership encompasses 93% of the country's area and its constitutional law stipulates that this land should never be sold. On the other hand, the 7% private land is concentrated in high-growth urban areas and is much more significant in its impact than its proportion seems to signify. Furthermore: Israeli constitutional law has, since 1992, taken a very extreme view of the rights of private land owners and has included in this view a close-to-freehold view of the rights of longterm leaseholders on public land in urban areas. But paradoxically, the property rights of public leaseholders in the rural sector have recently experienced a major regression, swinging once again to the public-rights extreme. Thus Israeli property law today exhibits the two extremes, and can serve as a good case for studying attitudes to property rights.

The paper takes a critical comparative view of property rights in Israel, addressing planning-related issues such as:

- The legal and policy view of increase and decrease in property values due to planning decisions – known as "compensation and betterment".
 - The attitude toward the obligation of developers to contribute public services in exchange for development rights: Is this policy encouraged or discouraged?
 - The status of public needs when special implementation tools are exercised such as land readjustment ("reparcellation").
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Regional and local public structure and consequences on planning and development

The geographical structure as well as the situation and challenges of an area will have a high influence on which tasks it is expedient for communes and counties to co-operate on and with what partners. In Norway we have an ongoing political debate that can lead to radical changes in commune and county structure with fewer and bigger political and administrative units on local and regional level. State administration like taxation, welfare insurance, police, road authorities etc have already been changed so that their borders do not longer correspond fully with the territories of communes and counties. The focus here is local and regional development and planning and the role of the communes and counties as; leading partners; and responsible

planners, in co-operation with other actors locally, regionally and nationally. Structural changes like these will certainly have influence on such activities and the role of local and regional politicians and planners. What have the consequences been for development work in amalgamated communes? Can communes in regions with a different geographical structure learn anything from amalgamated urban regions? How does the regional co-operation function, is it an alternative to the merging of communes in the context of social development work? These are some of the questions we asked ourselves in our work of looking at the connection between commune and county structure and local and regional development planning.

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Transformation or bureaucratisation? An evaluation of the impact of Local Strategic Partnerships in England

The development of urban regeneration programmes in English cities has resulted in the establishment of a number of innovative mechanisms for engaging and involving both the private sector and voluntary and community organisations. Central government requires local authorities to set up Local Strategic Partnerships (LSPs) to bring together stakeholders which can assist in delivering social and economic programmes which target areas of deprivation. Additional funding, in the form of the Neighbourhood Renewal Fund, is available to encourage greater involvement and representation by residents and members of community organisations.

To date experience with LSPs has been variable with some managing to influence expenditure patterns and decision-making procedures in favour of local community concerns. In others, questions of representation and disputes between stakeholders has reduced effectiveness and impact.

This paper sets out to explore the impact of LSPs in relation to four key issues: (1) Representation and accountability - who is involved, how they are selected and how far they report back to their organisation or membership; (2) Partnership working - how stakeholders work together to achieve individual or mutual collaborative advantage; and (3) transformation - how far LSPs are able to shift priorities and improve targetting of the local authority and other public and private sector agencies; (4) governance - how far new methods of local governance are being established in order to more accurately represent and reflect community priorities. The paper will draw extensively on on-going research in England.

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What makes collaborative planning work ? An empirical analysis of collaborative planning for natural resource

Regional planning and management is a problematic issue under the fragmented administrative structure of many countries. Different jurisdictions and different levels of government have differing regulations and standards as well as differing degrees of power to enforce these regulations. This paper analyzes one of the techniques used to overcome this problem: collaboration. Natural resource management provides a very good opportunity to examine this due to the fragmentation of administrative structure. However, the implications of the results are not limited to natural resource management. Findings will be useful for many other interorganizational settings including regional planning, metropolitan area planning, economic development, and growth management.

The main objective of this study is to identify the determinants of success in interorganizational collaboration. There is extensive literature on why organizations collaborate, but what factors make collaborations successful is not well documented. To add to the knowledge of this field, this research integrates theory and empirical research from organizational theory, management studies, public administration, urban and regional planning, and environmental planning and natural resource management to define operational measures of successful collaborative planning and identify the determinants of success. The research methodology includes multivariate analysis of a mail survey of collaborative natural resource planning participants.

Understanding what makes collaborations work is important, because despite the documented need to collaborate, many efforts take years to bear fruit, and most do not achieve much. I believe this is due to poor understanding of the collaboration process and its elements. If this process is thoroughly examined and the factors that lead to success are determined, it will help future collaboration efforts immensely by identifying the circumstances in which collaboration is most likely to succeed and the factors that can be manipulated to enhance the likelihood of success.

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Metropolitan Planning and Management: Case Study of the Metropolitan Region

In view of the numerous and unquestionable urban and environmental interferences in contemporary metropolises, our major objective is to provide subsidies for metropolitan planning and management. This study was based on theory, concept and technique review, as well as on reference model interpretation and practical experiences. The paper's theme focuses on public planning policies and management of Brazilian metropolises, emphasizing the Metropolitan Region of Curitiba. Starting from the interpretation of several theoretical and legal concepts concerning metropolitan regions and their management, we analyze manners of delimitating such areas in the Brazilian territory, and observe that more attention is paid to political-institutional functions than to intra-regional qualitative aspects. The study of the legal-institutional framework of metropolitan regions in Brazil, including legal provisions specifically targeted to Curitiba's metropolitan region, is associated to the examination of how metropolises are managed in several other countries in different continents, which enabled us to classify structural management solutions in different types that, in a more simplified manner, could be synthesized in formal – ruled in detail by legal provisions; and informal – usually established, even if legitimately, by the intervention of stakeholders of the organized civil society. Assessment of the decision-making power is related to several management tools, especially those included in the Brazilian urban renovation, embodied by the Urban Policy of the Brazilian Constitution and its recent regulation by the Statute of the City. Aiming at the sustainable development process for the Metropolitan Region of Curitiba, we present grounds and options for solving the impacts caused by urbanization, considering prevention, correction and minimization of harmful actions, addressing ways to compensate the non-imitigable ones, as well as maximizing positive interventions, and defining guidelines based on physical, biological, territorial, socio-economic and institutional sustainability, among others. By developing the subject, we were able to conclude that such information is relevant not only for purposes of education and research on urban and regional planning but also for managing cities and networks, and also for the practice of urban planning in its different scales.

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Planning for a diverse society? A review of the UK's Planning Policy Guidance

This paper uses an adaptation of policy proofing techniques to assess the sensitivity of a key body of UK planning guidance to social diversity. Introduced in 1988, and expanded thereafter, the series of Planning Policy

Guidance notes is highly influential in framing local planning policy. The purpose of the paper is (1) to address the assess the extent to which the series is sensitive to social diversity; and (2) to reflect upon and commend diversity proofing along the lines developed for this analysis as an appropriate and effective means of policy appraisal which has wider application. The paper firstly addresses a series of important developments in the legislative and policy context that set the scene for concerns with social diversity. It then discusses in more concrete detail how a sensitivity to diversity might relate to the concerns of the planning system. The practice of policy proofing is then outlined as a broad methodology for (1) assessing the impacts of policies on different groups or interests which may be subject to special consideration, either as a matter of legislative provision or policy interest, (2) sensitising policy-framers to the dangers of stereotyped understandings of society and economy more generally, and (3) highlighting the dangers of indirect discrimination in the framing and application of policy. The remainder of the paper reports on the findings from the application of a diversity-proofing template to each of the documents in the Planning Policy Guidance series

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Systems of development control, and the aspect of municipal organization in relation to realisation of urban development projects

In Norway there has been a shift in the involvement of different actors in the urban development process during the past decades. Developers have gradually gained a strong position in initiation of building projects and in realisation of developmental policies. In the development context the immediate objective of the private sector is to achieve the desired physical outcome. Thereby, a stronger private drive in the development process implies that enabling planning decisions gain importance.

The Norwegian situation when it comes to municipal organization and the public handling of urban development projects in Oslo (Norway) in regard to terms like certainty, flexibility, and accountability are the main focus of this paper, together with a discussion of the situation in Stockholm (Sweden), and its system of development control.

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The European common market regime and land development planning
Free movement of goods, persons, services, and capital (the 'four freedoms' of European integration) are central to the common market in the European Union. Creating these freedoms has a large impact on established practices of land development. It changes the rules on the land market, as being set by law and custom, and so it structure acts of agencies.

Although the four freedoms date from the Treaty of Rome (1957), the establishment of a common market in the EU (1993) is still taking its effect in practise, not only in the new member states where the free movement of goods involves opening-up the ownership of land, but also in old EU member states. Particularly relevant for land development are public procurement rules and state aid rules.

The paper shows recent policy developments and case law and confronts it with established practices. One example in public procurement is the judgement of the Court of Justice of the European Communities (12 July 2001, C399/98) on the Scala case, which is critical for Italian land development rules. EU law may also have serious consequences for practises of landowners contributing to infrastructure development in kind, i.e., in Germany (städtebauliche Verträge), France (conventions d'aménagement), The Netherlands (exploitatieovereenkomsten), and England and Wales (planning obligations). Relevant is also the discussion on state aid in the United Kingdom after the negative viewpoint of the European Commission on gap funding as an instrument to promote redevelopment of brownfields, and the conclusion that direct development is allowed in the European regime (Adams et al. 2003, UK Government 2002). The paper shows that the common market regime has a large impact on land development planning. The land market regime influences the portfolio of instruments agencies can use to change ownership and use of land and real estate, and it may change the performance of a concerted use of instruments as a land policy. The potential effects of instruments may have consequences for the principles of planning in spatial policies.

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Property obligations, urban planning, and constitutional and legal controversies in Greece

Protection of private ownership, and in particular land ownership, has been the cornerstone of Greek legislation since Greece became an independent country in the beginning of 19th century. This has been reflected in the first Constitution and remained intact all through the constitutional amendments thereafter. At the same time, Greek planning legislation was characterized by its rigidity, being mostly restrictive and proscriptive sets of regulations and legally binding plans, allowing land owners and developers little flexibility. For decades, the only interaction between planning and land ownership was through expropriation, which conveyed the constitutional premise for full compensation of private property. Expropriations were implemented selectively by administrative bodies, and they were independent of priorities set by planning. Development, whenever occurred, was not necessarily predefined by official planning, but by statutes of specific reference. In this way, the excessively centralized administration was maintaining its predominant role and an alliance were developed between administration and the land owners, mainly based in clientelism and political patronage.

The dismay provoked by the outcomes of the above practices on urban environment and the broadly felt need for Europeanization, ignited a wave of recent reforms, revolving around more flexibility and creativity in planning, less centralization in administration, and more integrity and modernization of the political processes. These brought along a constitutional affirmation of the precedence of public good to the private interest (hence implying private property rights), the recognition of the possibility of surplus value and planning benefit accrued to private property due to planning intervention, the social obligations of land property stemming from it, and the introduction of planning legislation taking in account the new facts and values.

The paper examines the relationship between legislation, planning, and private land property through historical phases, analyses the present dynamics of it and its causal factors, and inspects the controversies caused by relative reforms to traditional constitutional and legal principles.

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From Cut and Thrust to Cut and Paste? Development Plan Model Policies in Scotland

This paper will present the findings from recent research in Scotland into the potential for model policies to be drawn up to tackle the perceived weaknesses in the administration and implementation of the current development plan process. Particular concerns relate to the perceived delays in the preparation of development plans and the cumbersome procedures in drawing up policies that work in practice. Model policies have been suggested as a means to address these inefficiencies in planning practice, and to overcome the perceived custom of local planning authorities 'reinventing the wheel' when drafting specific planning policies. Model policies have been advocated as one way to achieve greater certainty, consistency and administrative effectiveness in the planning system.

The paper will critically discuss the idea of model policies using theories of policy transfer (Wolman and Page, 2001) and lesson-drawing (Stone, 2001). This provides the framework for considering whether the concept of model policies offers opportunities for sharing best practice, or whether it is likely to lead to policy failure through the inappropriate importing of policies that lack local sensitivity (Wolman and Page, 2000). Further, the paper will discuss whether the drawing up of a national suite of model policies is likely to result in a form of centralist control, policy capture by special interest groups, inhibit policy innovation at the local level, and threaten the subsidiarity and sense of ownership of local planning processes. Finally, the paper will consider how the public policy cycle model can be deployed in order to enhance the policy-making discipline.

The findings to be presented are based on a research methodology which included a review of the literature, the analysis of the data from a national consultation paper undertaken by the Scottish Executive, and a series of regional focus groups. The Scottish experience will be of interest to academics and practitioners concerned with improving the sharing of best practice and enhancing policy effectiveness in development plans.

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Spatial order and sustainable development as basic targets of the Polish system of spatial planning

In 2003 new legal rules were introduced into spatial planning in Poland, because the act in force since 1994 had stopped meeting the needs and opportunities that had appeared in this field after the systemic change. Among the many planning principles listed by the legislators, two seem to be of special importance far exceeding their significance as rules or norms. These are spatial order and sustainable development. Spatial order, naturally, is not understood as a geometrical distribution pattern of objects in

space, but as a system which, as a whole, should meet a principle of general social rationality. Similarly, sustainable development also needs a broader interpretation, because its definition as socio-economic development whose feature is the integration of political, economic and social actions while preserving the natural equilibrium and the permanence of natural processes is highly unsatisfactory. It will be argued in the present paper that properly understood spatial order can be treated as the ultimate goal of spatial planning, and sustainable development, as its general principle. What is more, it will be shown that sustainable development can be treated as a major category of spatial order, hence it can also be a spatial-planning goal. Reflections on this subject will be presented with reference to the spatial planning system in Poland as defined by the 2003 act.

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Comparative elements of the institutional challenges of urbanism in Cameroon and Morocco

This paper is based upon two research projects carried out in Cameroon and Morocco. They uncover that institutions responsible for urban issues have to deal with harmonization challenges in order to enact, undertake and manage urban projects.

In Morocco, institutional chaos gives rise to inaction which influences voluntarist wishful thinking that may emerge from the population. This depicts the strength of the central power and the incidental weakness of intermediate structures. Consequently, social links are atomized and there is a distinctive perception and relationship regarding public space.

We have noticed that the opposite circumstances prevail in Cameroon. Institutions fail to choke off the population's spatial re-appropriation attempts despite contextual prescribed planning.

In Morocco, an example of institutional red tapes is the uneasy achievement of a rehabilitation project pertaining to the old tanning industries - Diour Dbagh - in the Rabat medina. For several years and despite various proposals, this ideal spot has not benefited from any motivated rehabilitation project regardless of its exemplary location (with panoramic views on the Bou Regreg wady, Casbah of Oudayas, city of Salé) and its problem-free land management (with properties belonging to the Municipality of Rabat-Hassane). Such an institutional stand-pattism restrains inhabitants to undertake self-supporting ventures.

In Cameroon, the Douala-North project highlights institutional failures related to a broad structured habitat extension business under the aegis of expert governmental operators. The nurturing of life environment is nothing else than the offer of land to individual self-help builders and the bid of a

significant housing stock for rent and for sale. This is subject to project specifications and housing rules that are not at all obeyed.

In both cases, documentary searching, fact-finding and interviewing households, municipal officers and intervening organisations have brought us to develop data collection methods. Even though the role of institutions could be interpreted in various ways, an in-depth analysis would be useful to restore the whole issue into the more complex mechanism of decision makers and stakeholders' interaction.

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At the crossroads of science, art, and craft: Physical planning in Poland in the light of new 2003 legal rules

In 2003 a new Physical Planning and Spatial Development Act came into force, establishing the system of physical planning in Poland and regulating planning procedures. It replaced the 1994 act, the first to deal with physical planning under the new systemic conditions. The new act endorses the three-tier system of physical planning in Poland reflecting the national, regional and local levels. It also provides that only the local plan has legal validity, because it has been given the status of an act of the local law. Planning at the local level requires the preparation of two documents: (1) a Study of the Conditions and Directions of Spatial Development, and (2) a Local Development Plan. These two documents, of which only the other one is a local law, form a basis for a commune's spatial policy. Although the legislators have provided a set of principles and conditions that have to be met when implementing spatial policy, hence also when preparing the Study and the Plan, detailed regulations treat planning in a rather instrumental way. On the assumption that planning as a practical activity should be situated at the crossroads of science (spatial management theory and the theory and methodology of planning), art (a model of the spatial organisation of a territorial social system), and craft (meeting the formal requirements stipulated by the Act), the present paper offers an assessment of to what extent and at what level the Act ensures planning access to the achievements of science and art, and to what extent and at what level it makes planning a mere craft. The need for such an assessment follows from the author's belief that there is a threat of an instrumental treatment of physical planning and of reducing a plan to a mere land-use model. Obviously enough, the assessment will reflect the author's judgement as to the basic goals of physical planning, his understanding of the nature of the planning documents (the Study and the Plan), and the significance of the physical planning process and the documents for efficient socio-economic

development of Poland and its regions, and for the introduction of spatial order.

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FISCAL DECENTRALIZATION IN INDONESIA: FACILITATING CONDITIONS FOR SUSTAINABLE DEVELOPMENT AND MANAGEMENT

This paper examines the practice of fiscal decentralization in Indonesia, and its impact on the development and management of cities in the Jabodetabek metropolitan region. It argues that cities in metropolitan regions of developing countries have an auspicious environment for successful fiscal decentralization, which is useful for fostering sustainable development and management of the cities. More specifically, fiscal decentralization in developing countries facilitates the functioning of market, urban leadership, and individual choice in the cities. Nevertheless, these only materialize in cities that adequately respond to the decentralization initiative. Thus the same policy may result in different outcomes across cities within the same metropolitan region. Similarly, some cities, despite having a decentralized fiscal system accompanied by the structure and components of good governance, may not gain the benefits expected in the theories.

I examine fiscal decentralization practice in Indonesia and its impact on the development and management of cities in the Jabodetabek metropolitan region. I use survey research to compare responses to fiscal decentralization initiative and the functioning of market, urban leadership, and individual participation in the cities of Jabodetabek. The outcomes of decentralization vis-à-vis their expected benefits are also evaluated. A comparative case study of five cities evaluates the processes and mechanisms of governance in Jabodetabek vis-à-vis those that are expected in theory.

The results are likely to confirm the arguments of this research. Fiscal decentralization in developing countries is useful for fostering sustainable development and management of cities in metropolitan regions. Its success varies across different cities within the same metropolitan region, and depends on their response to the decentralization initiative, which takes shape in the functioning of market, urban leadership, and individual choice. The statistically significant results across cities in the Jabodetabek metropolitan region confirm the theory developed in this research. Similarly, some cities have better mechanisms of governance than others, with certain factors significantly contributing to the differences. This provides new insights into planning for cities in metropolitan regions of developing countries after the adoption of fiscal decentralization.

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The right of property on land and its consequences on planning

The history of planning has been very much influenced by the contents of the right of property on land and the rules of compensation that apply about the effect of zoning on land values.

This key problem of "windfalls for wipeouts", as stated by Hagman and Mysczynski, has been treated in very different ways in European countries. From full betterment recoupment, as implemented since a long time in several countries of northern Europe, to the rigid principle of "no compensation" as stated – albeit implemented flexibly- in France, there is a broad spectrum of solutions that have been adopted, inside various legal framework. The presentation will face the issue of the relationship between the legal-financial framework and the planning and zoning policies, with a special attention to the practice in France, Spain and Germany.

The analysis will be referred to different criteria, one of distributional equity, the other being planning efficiency. The relationship between both criteria is not straightforward...

We shall also refer the present evolution in Europe to the Movement of Private Property Rights, such as it has been developing in the United States since several years, and other movements based on the same idea of compensating when some regulation has large impact on land values.

This will also include some reference to European case law, especially the Cour Européenne des Droits de l' Homme.

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Legal-administrative impediments to Historic Preservation: A Cross National View

This proposed paper takes a comparative view of a shared problem: How can planning authorities ensure the preservation of historic buildings and districts, against the current of development pressures and development rights. All countries represented in this conference have planning laws, and in most, these laws authorize plans to award building rights. With growing awareness of the importance of historic preservation, these planning instruments become a detriment. In some planning systems, the owners of property rights are eligible for a building permit that ignores the preservation policy, or for compensation rights.

The comparison is based largely on a literature and legislative review pertaining to x countries: Belgium, Croatia, The Netherlands, Germany, France, Britain, the USA, and Israel. The comparison is along four dimensions:

- 1/ The definition of "historic" meriting preservation and the process that led to it
- 2/ The trigger that "set off" historic preservation policy and its implementation
- 3/ The economic instruments (incentives, tax exemptions, etc.)
- 4/ The legal controls to intervene with development rights and pressures
- 5/ Public awareness and NGOs

The comparative view yields shared trends and problems on the one hand, and differences and divergences on the other. These provide a rich basis for extending the comparative research from the literature and laws, to the field. This is indeed our intention, at a later stage.

At present, we are doing a pilot study in one country – Israel. This country, though small, is a good laboratory for initiating comparative research because it is quite representative of other Mediterranean countries, yet at the same time it is a mixture of "east and west": A country with a rich historic legacy, yet with a vibrant economy with great economic pressures. A country with a strong planning system, yet one that also has attributes of Middle Eastern developing country, where planning and historic preservation are difficult to set as a public and political priority.

The lessons from the case study are expected to serve us in our hope to set up an international work-group of researchers based in the Mediterranean region.

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Local development partnership programmes in Sicily: planning cities without plans?

In connection with an ever-increasing production of "local development partnership programmes", in the wake of financial programmes promoted through EU policies to be implemented, in Italy, on the territory of "Objective 1 regions", Sicily is now witnessing a slowdown, if not a lull pause or a full stop of editing and approval processes concerning ordinary planning instruments.

After what seemed to have been "the season of town-planning revivification" thanks, for example, to the increased activity linked to the revision and updating of regional town-planning laws in the early 90's, we are now bound to record such a slowdown. The same applies, at least as regards effects rather than procedures, to the situation both on a provincial and regional level.

The present paper aims, on one hand, at screening these "new plans" and, on the other, at verifying and evaluating, by means of case studies, the consequences affecting the whole territory.

These consequences must be coped with not only in economic terms (such policies often seem to be exclusively drafted in view of profits, with a consequent rush to project-making which could mean easy money for a single individual rather than the benefit and development of the whole community), but also from a physical point of view, by analysing any possible relations with existing resources on the territory, by evaluating ordinary planning instruments (if and where any such instruments exist) and other on-going projects in neighbouring areas.

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From projects to strategies: A transaction cost approach to politicians' problems with strategic transport planning

There is a strong trend in Norway towards strategic transport planning at the national level. The strategic plans span a longer period, have a wider scope, and deal with policies of a higher order than the project-based plans formerly compiled and presented to the national assembly (the Storting) by each of the central transport administrations. The new type of integrated and holistic plans requires that the parliamentary politicians concentrate on strategic decision-making and management by objectives, refraining from making decisions on single projects. Using interviews with members of the national assembly's Standing Committee on Transport and Communications in 1997 and 2001, we study what the politicians mean by strategic transport planning and present their expectations about its implementation and outcome. The problems experienced by elected representatives of rising above the project level and building transport policy on national strategic plans are the centre of our attention. Increased efforts at the strategic planning level induce the Storting to delegate project level decisions. We use the transaction cost politics approach to shed light on the question of whether or not the parliamentarians should delegate most project planning decisions about highways to the executive, i.e., the Public Roads Administration.

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Reframing regional agreements. Changing roles in Dutch planning.

The use of so-called "regional agreements" is a fairly recent phenomenon in Dutch planning. Since the 1990s, authorities and societal actors use these non-statutory agreements to state their collective allegiance to jointly formulated ideas about the spatial development of "their" region. In 1999, the introduction of a new governance model by the Dutch government for the allocation of EU funds and national funds added a new dimension to these regional agreements. Under a new name "regional contract"; these agreements are supposed to improve the accountability of Dutch planning policy. Dutch planning authorities have high expectations of the possibilities of these regional contracts in legally binding regional and local authorities and private parties to the goals set by the national government.

Although this "command and control"; approach might seem effective from a government point of view, we argue that this approach will not be very fruitful. In this paper we will examine the possibilities and limitations of the use of regional agreements from a planning theoretical perspective and link this with their role and meaning in planning practice. We investigated two regional agreements to pinpoint the role and meaning of these instruments in Dutch planning practice and to offer an alternative view on their use.

The interdependence of various tiers of government and other parties forces the government into a new role in regional planning and demands another, less technocratic planning approach. Regional agreements have an advantage over traditional (statutory) plans because these agreements provide a means in building and maintaining trust and commitment among the interdependent parties in collaborative partnerships. As we will illustrate, it is counterproductive to strive for legally binding agreements in this context.

TRACK 11 : **New Technologies and Spatial Planning**

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TRACK 11 :

New Technologies and Spatial Planning

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The economic impact of underground electric distribution : an hedonic approach for the Montréal's metropolitan region

The impact of high voltage transmission lines on property values has been thoroughly examined in the literature using an econometric approach based hedonic prices, but very little has been done with respect to low voltage, that is the distribution system. This is an important environmental issue for a North American metropolitan region such as Montréal insofar as a very large proportion of the residential areas are still served by aerial rather than underground facilities. This paper will present the results of a statistical study done in the last 4 years using 533 housing units which have been sold between 1995 and 2002 and which were selected out of 13 different residential areas in the Montréal's region. The introduction will first emphasize the recent interest of the local planning authorities towards underground distribution and discuss the capacity of an hedonic approach to reveal on the part of the buyers the preference, if any, for such an infrastructure design. Next, the data used will be presented in some details and the statistical results discussed at some length. Comparisons between paired residential areas, one with an underground delivery system and the other with an aerial distribution setting, will first be examined prior to an overall application, at the level of the entire metropolitan region, encompassing all the different zones and introducing additional variables such as accessibility indices. It will be shown that, although some interesting statistical results can be obtained using a simple 1/0 variable for the type of electric distribution system, this can be misleading. Nuisance indexes will then be substituted even though it has led into some contradictory results. The concluding remarks will suggest that the impact of such an important design parameter for the urban landscape ought to be examined within a more comprehensive framework of environmental quality both at the level of individual housing units but also at the level of entire neighbourhoods.

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SETTING UP A NATURAL PARK: A COLLABORATIVE SYSTEM FOR SUPPORTING ORGANIZATIONAL DECISIONS

Starting and managing Natural Park represent very interesting planning and interactive processes since they induce relevant modifications in the relational system characterizing the environment and its settled communities. Such processes require wide reflections on the organizational aspects of decision making.

The proposed contribution presents the current results of a research work mainly oriented, up to now, to the implementation of a web based system supporting the local government and the citizenship during the setting up process of a Natural Protected Area in Southern Italy. In particular, the contribution focuses on the effort carried out to operationalize the learning-support perspective within complex organizational systems by integrating Environmental Planning Support Systems with decision making tools.

The implemented collaborative system is developed in a WEB environment and includes GIS traditional tools. Its architecture uses interactive models already developed by the market of Group Decision Technology and tools enabling a dynamic representation of organizational memory in a WEB environments supporting also. Organizational memory, structured within information systems supporting decision making and action in organizational environments, can be a useful means to develop multilevel (individual, of group, organizational) collaborative learning. The organizations emerging during planning and interactive processes, either having an autonomous genesis or created ad hoc, represent knowledge work environments which often are virtual environments.

Starting from the case study the process for setting up the Gravina Natural Protected Area, the paper describes the system architecture and discusses some problematic issues related to: expert and non expert knowledge acquisition and representation; possible dynamic representation of organizational memory, creation, use and storage of decision/learning histories, dimension and relevance of memory.

In particular the paper dwells upon the two most relevant problems: the dynamic representation of the organizational memory through both causal maps and transactions of causal argumentations related to spatial data; the activated learning mechanisms and the opportunity to make them explicit.

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Sociabilities by Internet and referents of the thought and the action in town planning

This paper aims to question the "traditional" referents of the thought and the action in town planning starting from the results of a research concerning the practices of new communication and information technologies.

The research, "Le Médiat et l'Immédiat dans les espaces de sociabilité contemporains", (The Medium and the Immediate in contemporary spaces of sociability) undertaken for the Plan Town Planning Construction and Architecture of the French departement of Public Facilities, Transport and Housing, relate to sociabilities built by the Net surfers starting from their domestic space. It postulates that the practices of Internet (e-mails, forums of discussion and thematic researchs) create social relationship freeing from time and space, but too social relationship close in space (cybercafés, meetings), and transform the domestic and public sociabilities.

It approaches the new social, spatial and temporal organizations operated by information and communication technologies from the point of view of the situation of the Net surfer. This last, which is in the center of its practices, uses devices, perceptions and social representations. It mobilizes the technical devices offered by Internet, which prolong the body, the real space towards the possible space and move the limits of perceptible and practicable space. The Net surfer implements all his senses (touch, sight, hearing, etc), even if the significant functionalities of the computer do not allow their actualization in traditional forms. The Net surfer makes use of the graphic and social representations to define his sociability. New technologies are thus devices which allow, by the means of perceptions and representations, a form of relationship to the space (spatiality), the time (temporality) and the other (sociability).

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Spatial Planning and ICT/GIS: a review of applications in local and regional government

There is no question that Geographic Information Systems (GIS) and information and communication technologies (ICT) can support and improve spatial planning efforts of municipal and other government agencies. Theoretically, the opportunities of GIS use for spatial planning are broad, ranging from automated map making to sophisticated analysis, from

simulations to decision support, from information management to public participation. In practice, however GIS were at first mostly used to collect and store data, and produce maps on demand. An effective exploitation of GIS capabilities in municipal departments was hampered by a lack of infrastructure, suitable data and often an insufficiently skilled labour force. However, a more effective use of the technology should by now have developed considering the advances in computing power and software application and the growth of quality digital data over the last decade.

The objective of this paper is to re-evaluate the contribution of GIS to spatial planning. In particular, the paper explores how and for what kind of spatial planning activities (e.g., operational, strategic, managerial, tactical) local and regional government agencies use GIS. Significant divergences in the approach to the employment of GIS for (spatial) planning are revealed, except perhaps in the use of GIS for emergency response planning and preparedness. Differences are not necessarily related to municipal size or affluence rather they seem to be linked to the GIS philosophy that drove technology implementation initially. The research draws on case studies and interviews with city planning and IT officials of US and Canadian cities and metropolises.

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Urban modeling as a pedagogic enterprise: Traversing the path from deterministic models to models of self-organization

While operational urban land use and transportation models have made somewhat of a resurgence in the past decade, the structure and function of these models have not strayed too far from the deterministic flavor of the "first-generation" models that generated more skepticism and less operational value. This is not to suggest that the present modeling efforts have not made significant advances in both theory and in computational efficiency. In fact, many of the advances in building operational urban models have been driven by developments in geographic data mining and analysis through the use of available geographic information systems (GIS) packages. The GIS environment has allowed unprecedented flexibility in analyzing and visualizing the impact of socio-behavioral changes on various aspects of land use and urban form. However, at the same time, it has focused attention away from other more promising paradigms of dynamic systems, self-organization, and complex evolutionary pathways.

This paper is an attempt to travel along the path from deterministic models to models of dynamic systems and self-organization. Along the way, the paper evaluates the functional aspects of the various approaches to modeling and shows that by moving our frame of reference from prediction to exploration

and speculation we are able to transition from pure application to theory building. Given that our knowledge of socio-behavioral impacts on urban form is still limited, the use of models for speculative inquiry is a more critical enterprise than the application of models in various contexts. Urban models within this frame of reference become a tool for clarifying “mental models”, for witnessing unexpected emergent properties, and for advancing planning communication and pedagogy. The paradigmatic transition of modeling approaches is especially important given that socio-behavioral systems are composed of individual elements capable of learning, adapting, and transforming. Hence, the assumption of a time invariant and unchanging underlying condition that drives current urban models may be problematic, especially in long-range predictions.

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Pylons in the Back Yard: Health Risk and Local Planning

The juxtaposition of industrial and residential land uses presents particular difficulties for planners, especially when industrial infrastructure is unsightly or hazardous. The presence of high-voltage electricity equipment in urban areas is a widespread and acute example of such difficulties. The siting of major power lines supported on metal towers (‘pylons’) has frequently given rise to unease and opposition from local communities. This opposition has increasingly focused on the alleged danger to the health of people living under the shadow of power lines, and exposed to the electromagnetic fields emitted by them.

This paper explores the attempts of planners to address the conflicting perceptions of risk that are resulting from the proximity of housing, etc. to power lines. The results of empirical research into the strategies of planning authorities in the United Kingdom in dealing with local health fears are drawn upon. Principled stances and pragmatic steps are revealed, as planners seek to respond to high levels of personal activism and community mobilisation, often in the face of strong opposition from the electricity industry. However, official downplaying of the role of public concern and the applicability of the precautionary principle are working against the preventative measures being proposed by planning authorities.

As well as indicating a need for guidance for authorities dealing with public fears of this kind, this topic suggests that a clearer understanding is required of the relationship between the physical presence of industrial infrastructure in the urban environment and associated public perceptions of risk.

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The Birth of Polynucleated Metropolitan Landscape

Along the history of urban formations the polynucleated urban form has been a very scarce phenomenon. (Batty 2001) During this on-going era of metropolitanization this phenomenal issue is about to change. The fractal growth of urban outskirts under development is very different from the previous era of the fordist urbanization, but still the urban footprint seems to follow similar scaling laws characteristic to historical process. (Humpert et al. 2002) The aim of this paper is to demonstrate that intrinsic urban properties derived from the measures of integral accessibility (Ingram 1971) and spatial connectivity (Hillier 1996) produce urban formations that are equally well-defined as the laws of extrinsic measures. The network theory based method for quantifying generic accessibility is developed in author's doctoral research and proven highly relevant in two previous AESOP seminars.

The series of historical maps of Helsinki is used to define the accessibility levels of earlier development stages of metropolitan area. These temporally sequential development phases are used to show how the non-linear phenomenon of growing accessibility neighbourhoods is a natural cause for new kind of urban nodes in growing metropolitan scale structure. It is argued that the market locations as well as the other major urban facilities are largely dependent on this fundamental principle of accessibility originally formalized in the seminal work of W.G. Hansen (1959).

It is only this increased mobility within metropolitan region that has made the birth of new urban formations possible. The most remarkable feature of an intrinsic accessibility-based growth is that it generally doesn't require any seed for the birth of a new urban node. The polynucleated form seems to be generated as a self-organizing process of an accessibility potential taken advantage of. This also holds true with intuition as well as empirical research of urban formations where the relevant preliminary phase is hardly ever found. At the beginning there is only accessibility.

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Affordable and Accessible GIS (Geographic Information System) for
Local Governance and Community Partnership

This paper discusses the experience of developing affordable and accessible GIS technology to support housing and community planning with the goals of sustaining economic growth and improving living environment. The main themes of this paper include an inclusive approach to build partnership among local public and private institutions and an integrated approach to bring technical and technological resources together. A web-based GIS demonstration project that contains four sets of sister cities along the U.S.-Mexico border will be used to elaborate the approaches of building partnerships and supporting local governance capacity from the housing and community development perspectives. These demonstration sites have different population sizes and social, economic, and environmental challenges, as well as variations in political and institutional structures. The project intends to demonstrate the use the GIS technology as a urban and housing planning tool to support low- and moderate-income communities to enhance their capabilities of managing resources and developing effective policies.

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Utilization of Outlier Analysis in Land-Use/Cover Change Modeling

Understanding land-use/cover dynamics is critical given the economic, social and environmental consequences. Numerous land-use/cover change models have been developed. This study examines the potential for enhancing the predictive capability of spatially explicit models through the integration of qualitative methods in the verification and validation process. In combining quantitative and qualitative methods, researchers can work with practitioners to improve model performance, better understand land cover change, and influence better land use decision-making.

This study approach was both quantitative and qualitative, integrating statistical analysis with field-based methods. Model development began with an initial set of independent variables for the Muskegon watershed. A statistical model was fit to a basic variable set of known drivers of land cover change. The results of the logistic regression were used to generate discrete outcomes on the landscape, namely a change or no change map at 30-meter resolution. Model results were then compared to known outcomes to determine over-prediction and under-prediction. If a model over-predicted for an arbitrary pixel, it showed a land cover change where none occurred.

While if it under-predicted, it did not predict change when change had indeed taken place. Outlier analysis was then executed, which involved field visits and key informant interviews with regard to a random set of outliers. Based on this outlier analysis, additional independent variables were added to the initial data set. Statistical estimation using logistic regression was conducted.

This paper presents the results of two model runs, one using a basic variable set, and another using additional variables revealed through the outlier analysis. Preliminary model results indicate that all model variables are highly significant. Variables added on the basis of field visits and interviews added some explanatory power, although their strength was limited. The inclusion of qualitative methods in combination with quantitative methods increased the predictive capability of the land use land cover change model. Although very high levels of significance are achieved, predictive capability is moderately limited as indicated by error assessment. The model results suggest the importance of variables currently omitted from the regressions, yet revealed in the outlier analysis, namely soil type, and zoning classification.

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A Cellular Automata Based Urban Development Simulation for Taipei Metropolitan Area

Taipei Metropolitan Area, whose population is over 6.6 million, is the largest urbanized area and the most important political and economic center in Taiwan. However, Taipei Metropolitan Area is also prone to many kinds of natural disasters, such as earthquake, flooding, and slope debris. Thus, by being aware of what-if scenarios, urban planners are able to carefully direct urban development pursuing wealthy economy and minimizing potential disaster losses.

This article employs the technique of cellular automata to simulate the possible urbanization process involving catalytic and inhibitive factors. A simple cellular automata considers the whole simulated area as a grid system. The status of each cell, which is a basic unit of the grid system, in the next stage is determined by the statuses of surrounding cells of the current stage. In this article, we partition Taipei Metropolitan area into cells of 120 by 120 meters and adopt population density to measure the status of urbanization development which is influenced by catalytic factors, such as land uses, transportation facilities, and zoning plans, and inhibitive factors, such as faults, potential of flooding and slope debris, in surrounding areas. Historical data between 1990 – 2000 are collected, then calculated by spatial functions in geographic information systems, analyzed by statistic

regression, and calibrated to model the urban development behavior in micro level, and constrained by a national population projection. It is found that, in Taipei Metropolitan Area, due to potential hazards, urban growths in some developed areas and some construction projects in developing areas have to be controlled. Their potentially increased population drove by regional and national economic activities is re-allocated to nearby areas. The transitional population further implies higher intensity of urban development and more public facility needs. Several scenarios in terms of land development control policies are made for planners and the public to have a better understanding about the future development trends during planning process.

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**Urban planning and asset management in a State government context:
Planning for school distribution in Queensland, Australia**

Settlement patterns and urban form undergo change. Reasons for this, over and above those associated with economic and demographic change, include the breakdown of the spatial nature of work/residence relationships, related to the major expansion of virtual communication and subsequent ability to choose lifestyle-focussed dwellings.

This presents dilemmas for the planning of the distribution of resources concerned with a particular type of infrastructure. Is a spatial model appropriate? If so, which type?

This dilemma can be illustrated by that facing an Australian state education authority at the moment. This Queensland state agency is responsible for the planning and administration of public primary and secondary schools in a portfolio of a little less than 1500 schools.

Queensland grew from having a dispersed settlement pattern, based on a mining/farming economy, to one that is now rapidly centralising within the south-east corner, and urbanising.

The state now has a system of schools that is strongly reflective of the dispersed and rural- and extractive-economy-based past. There is a proliferation of small schools, frequently located, with low and declining enrolments; at the same time there is a need for further new schools in the high-growth parts of the urban areas. Not all declining remote towns/schools can, however, be written off as having no future strategic importance.

There is a need for major renewal and upgrade of the majority of existing schools; and the need to decide which have ongoing relevance to the system.

Decisions on a future pattern of school locations must take a long view. It cannot be informed merely by extrapolation of immediate past trends but needs a vision of future settlement form as its base.

This paper will describe attempts to articulate a relevant view of future settlement form, the search for supporting data, and the generation of the accompanying measurement tools in order to translate this perspective into action.

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The Limits to Regional Innovation Surveys for Multiple Geographies of Activity

The traditional interpretation of terms such as politics, citizen and democracy within a particular geography is skewed by the power of high-speed a-spatial communication. The infrastructures that embody these communication channels are no longer on a perceptible human scale, from the expanding American Standard Metropolitan Statistical Areas to the British "conurbations" to the Internet. Somewhat daunting would be an attempt to map such activity, which has recently led to various systemic analyses that albeit embrace a particular geographical scale. Otherwise, how would such an analysis be possible? The consensus generally holds that while economic borders have increasingly become more permeable, political jurisdictions have maintained varying degrees of rigidity. However, via the powers of subsidiarity or the interpenetration of State and supra-national governing bodies with local and regional decision-making organizations, the politics of a given geography, in fact, becomes a condition of multiple geographies. Again, in the light of systemic analyses, the issue of scale becomes a major challenge. That is, an indisputable relationship between space and place. In other words, the relational spaces or 'social capital' of human transaction may well go beyond the limits of a particular place. This discourse poses some considerable challenges for "mapping" innovation activity to a particular geography not only because the measurable results of innovation in a particular place are conditioned by human transactions across multiple geographies via ICT, but also the effect of the embedded tendencies or indigenous factors that contribute to innovative as well as non-innovative behaviour. This paper adopts a "theory of complementarity", arguing that methodological approaches behind the "mapping" of innovation activity cannot be limited to the measurement of innovation 'results', but must consider the differential relationships between local and non-local agents or the 'subject' of innovation activity. It is suggested that an exhaustive understanding of innovation must go beyond the firm focus of traditional innovation surveys to one inclusive of geographic and social as well as

economic dimensions of an actor-and-system constellations' approach. The current debate on innovation surveys and preliminary results of the Community Innovation Survey III of Portuguese regional innovation will be provided to illustrate this point

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Masts and Mobiles: Parallel Consultation Processes in Planning

This paper will present the findings from recent empirical research into the UK planning controls over telecommunications masts. The focus of the study concerns the nature of the relatively more stringent planning controls which were introduced in Scotland in 2001. This is contrasted with the differential regulatory systems now in operation across the UK (Walton, 2002).

The paper compares the participatory processes of the traditional planning system with the consultation approaches of the Mobile Operators Association (MOA). Thus, the paper examines the Operators' code of conduct, the so-called Ten Commitments to best siting practice. This sets out a traffic light model to consultation. The MOA considers that this Code of Conduct has contributed in a positive way to network roll-out in Scotland and offers an effective approach to public involvement (MOA, 2003).

This paper considers the significance of such a form of self-regulation operating in parallel to the traditional land use planning system, and how this impacts on conventional public sector planning consultation methods. In particular, the paper addresses whether the principal land use planning concerns of siting and design are better addressed by these informal processes operating alongside the formal planning system.

The findings are based on a series of interviews and focus groups with a range of communities of interest in Scotland, including local planning authorities, elected members, business and community interests. These data are supported with a literature review.

This paper will be of interest to those who are concerned with the development of appropriate participatory techniques where sensitive and technologically challenging land use planning matters must be considered. Whilst health is often the principal concern for local residents, whether this is a material consideration is contested (Kemp, 2003). What are the implications for the public's confidence in the planning system of this different approach to regulation? This paper will provide the opportunity for an interesting debate around the potential confusion and lack of clear accountability associated with parallel planning systems.

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Innovative methods for an innovative organization

Participants at three separate planning workshops were all employed by the Victorian Local Government Association (VLGA), which is a lobby group funded by local municipalities within the metropolis of Melbourne, Australia. The aim of these workshops was to evaluate the possible directions that this organization might take over the next ten years. The first workshop used "situation-structuring" software; the second employed "decision explorer" software; and the third took advantage of some "strategic planning" software. This paper describes how some such software was more useful, and why, as verified by both the authors' observations and the participants' post-workshop questionnaires. We conclude that although "situation structuring" software is extremely valuable and always appears plausible and valid to workshop participants; "decision explorer" software can be confusing, easy to misapply and dependent on innovative facilitation if it is to be kept under control. Moreover, "strategic planning" software, especially if it is of the self-improving variety, is regarded as very helpful by workshop participants, even though, in this case, its post-workshops impact on the organization's daily operations was seemingly negligible. We relate such conclusions to the decision-aiding literature.

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Problem Structuring Methods in Collaborative Environmental Planning

The new awareness in environmental issues gave rise to a new rationality in environmental planning. Two phenomena provide environmental planning paradigm with new advances to territorial complexity. Firstly, the

environmental crisis of the city and its territory has stressed the inefficacy of traditional planning processes to deal with conflicts between environmental, social and economic dimensions. This has moved environmental planning to collaborative, participative and cooperative approaches: planning becomes a consensus building activity with an emphasis on local dimension. Secondly, the inefficacy of traditional approaches for problem solving in handling complex environmental situations (e.g. important environmental disputes in locating urban infrastructures), has conducted to a reconsideration of methods and tools in planning processes. As a result, facing to ill-structured problem situations, planning becomes more and more attentive to the consideration of collaborative decision processes in performing environmental policies shared by all the actors concerned.

Starting from this new environmental rationality and within a decision aiding approach in which a problem situation representation and problem formulation are important tasks as well as problem solving, this paper explores the operational opportunities in using Problem Structuring Methods (PSM) in collaborative environmental planning. PSM considers the representation of problem situation and the problem formulation as necessary cognitive artefacts according to a participative decision process. Precisely, starting from a description of reference paradigms concerning environmental planning and PSM, this paper proposes a framework of convergence and common operational paths between these two research fields in handling environmental ill-structured problem situations.

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Innovations in urban time cartography: chronographic maps and GIS tools

In literature many examples of time-related thematic cartography can be found, concerning, for instance, urban organization (mobility maps) or social time. This testifies of the fertility of these approaches, but there is no effort for a systematic cartographic research on urban spatio-temporal interpretation of urban themes.

Chronomaps show urban areas as chronotopes. The chronotope is a descriptive model, conceptually defined as a place inhabited by a mix of populations, both temporarily present and resident, according to characteristic rhythms of use. The chronotope is the highest level category used in the study of urban time issues: this space-time structure is the result of a complex set of phenomena that we can exactly measure in time and space: opening/closing hours systems, presence of activities, mobility, presence of populations, historical evolution of urban places.

A coherent general framework for temporal measures of urban time-structures is lacking. Cyclical, a-systematic, permanent: which general

coordinate system is to be used for these different behaviours? Time scale is often different: the day for opening/closing hours, the yearly calendar for education activities and for periodic events, the extended time of urban history. The varying nature of the recorded phenomena implies accordingly varying recording techniques for data acquisition and structuring: from continuous variation of flow curves, to bipolar state of the so called On/Off phenomena.

Geodetical and topographical accuracy is an indispensable feature in the system of chronomaps. The scientific innovation brought by chronomaps consists in their being an instrument for the measurement and drawing of spatio-temporal urban shapes.

The development of Geographical Information Systems endowed with time-oriented objects and datasets, not only structures the way of producing chronomaps, but also their usability.

Chronographic maps can interact with urban information systems; they are suitable for participated planning actions; they are suitable for monitoring changes in the chronotopic assets and for assessing the results of urban time policies.

Moreover, integrated management of cartographic and data sources, through GIS technology allows: to increase the map's depth through real time addition of new layers of information; to perform advanced spatial processing operations; to develop new features for spatio-temporal design.

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Assessing a framework of Planning Support Systems for Metropolitan Areas and for Associations of Municipalities.

Metropolitan Planning and other regional area-wide planning have been broadly discussed at the theoretical, fiscal, and legal levels. While these are key factors, others should not be neglected. One of these factors is the structure of the Planning support Systems for a Region - a Metropolitan Area (MA) or an Association of Municipalities (AM). The structure that answers to the daily needs of MAs and AMs has as much importance as the legal and the fiscal considerations. While, the framing of legal and fiscal considerations is mostly a defined time event (i.e. setting up statutory regulations) or a recurring monitoring of performance (i.e. annual budget evaluation), the definition of the regional structure and the planning support system that will enable its work is a dynamic and flexible factor/element. Therefore, the goal of this paper is to propose a set of guiding elements on what should be the PSS of a Metropolitan Area or an Association of Municipalities.

In order to fulfil this goal, an evaluation of the state of regional area wide planning will be presented (mostly accordingly to the USA and the European context). An evaluation of key elements and key issues of each Metropolitan Area, its main attributions, its present structure, and problems are assessed.

The second phase of the analysis presents the identification of the strengths of PSS and its key elements as a tool to regional area-wide planning. Once this identification is done it is possible to cross-examine the key issues and elements intervening in regional planning and the PSS capability of answering to those needs. The result is a first attempt of proposing a structure of what should be a PSS for a MA or an AM and to which extent PSS enhance regional planning.

This paper will offer guidelines to those initiating the process of creating AM or MA, and for those already set up and functioning; and it is mainly relevant to planning professionals, and decision makers.

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In the last decade rapid technological development along with a growing awareness of the importance of public participation are manifested in a growing number of Web-based Public Participation Systems (WPPS), integrating GIS and VR. One of the greatest challenges facing the e-participation research field is to adjust, improve and evaluate these advanced technologies as public participation and decision making processes mediators. This study explores the potential use of Information and Communication Technologies (ICT's) (Internet, GIS and VR) as facilitators of a participatory planning and a decision making process (in terms of criteria and components that should be taken into consideration). In addition it attempts to find out what is the public opinion about ICT based participatory planning. In the framework of the research a comprehensive and multi representational WPPS prototype was constructed. The system allows the public an opportunity to get involved in the planning of a large harbor area in Tel Aviv called the "Yarkon Peninsula", which is facing a reconstruction process. It offers a wide range of information regarding public participation process, planning procedures, an interactive exploration of the past, present and future of the area, 2D and 3D visualizations of planning alternatives suggested for the area, etc. Aiming to support the construction of knowledge as well as maximizing decision making capability regarding spatial planning, the system seeks to address three main principles: accessibility, comprehension and interaction. Hence, it is characterized by a number of distinctive features: a. Multiple representation of information, achieved by combining several interactive visualization and communication technologies, making it a pioneering system in the country. The technologies applied are 2D interactive GIS, 3D geo-spatial models using Skyline TerraExplorer®, 3D visualization models using Cortona® VRML, a Discussion board, on-line questionnaire, etc. b. A Comprehensive structure that corresponds to customary planning process steps. c. A mechanism termed as 'The participatory route' which guides users' progress through the

website step by step, aiming to maximize the participation potential. The system evaluation focuses on both the functionality of the system in general as well as of each specific technology used, in terms of accessibility, comprehension and interactivity, as perceived by the user. The research tools used are the on-line evaluation questionnaire, a web-server log file analysis, and discourse analysis of the Discussion Board.

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RasterPlan: a tool to support transparent planning

Making maps is an essential activity in spatial planning. Often maps show predicted future developments visualized in the form of sketches or vague drawings. As a "scale model" map represents selective, incomplete picture of reality, whereby symbols are used which are bigger and thicker than the characteristics they represent (Monmonier, 1996). The power of maps is often underestimated, because they can have large influence on decision making and public opinion forming. The vast majority of non-professional map users trust them "as with many things beyond their full understanding, they readily entrust mapmaking to a priesthood of technically competent designers and drafters working for government agencies and commercial firms..." (Monmonier, 1996). By developing framework plans on large scale such as country or region, planners use economic prognoses which show future needs for space for new spatial developments expressed in hectares. Planners and designers make drawings and sketches to show where those new areas will be situated, but they do not really measure the areas of spaces they created. This often leads to incorrect pictures of spatial needs. To prevent this the Netherlands Institute for Spatial Research developed a mapmaking software called RasterPlan. The goal of this tool is to make design decisions quantitatively checkable and transparent. The maps which result from the RasterPlan are precise in geographical positioning and surfaces of designed areas. RasterPlan allows realization of a quantitative program for future spatial needs for various functions such as housing, working, recreation, green and water areas. Next to quantitative calculations, qualitative criteria for location choice can be also expressed in a form of attraction maps (underlying maps that show potential for a certain function) or buffers (maps which show attainability or closeness to a place or a network). RasterPlan is aimed for professional designers and planners; it is user friendly and compatible with GIS systems, it can be used either individually or in group settings. The tool can be actively involved in direct planning process where different actors can express their preferences and draw them on the map. Currently RasterPlan is used to design a scenario for future development of the Province of North Brabant.

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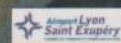
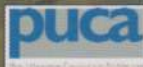
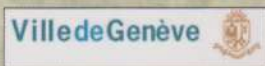
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