



Association of
European
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Planning

PLANNING AND ENVIRONMENT IN TRANSFORMING EUROPE

ABSTRACTS

VII AESOP CONGRESS * ŁÓDŹ, POLAND * 14-17 JULY 1993

**UNIVERSITY OF ŁÓDŹ
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REPEATING THE SIXTIES: RECONSIDERING
PLANNING AS A VEHICLE FOR STRUCTURAL CHANGE

LINK ALTRECHT
Louvain-la-Neuve University of Louvain, Belgium

Abstracts

We have much pleasure in providing the AESOP Congress participants with this book containing abstracts delivered for presentation during the Congress.

These are all abstracts submitted before the end of May, also by the persons who expressed interest in participating without final registration. Since many abstracts were prepared much in advance, it may occur that some of them may not correspond strictly to normal Congress presentation form.

This publication appears to offer quite a comprehensive overview of recent research pursuits in the field of planning.

The abstracts have been placed in alphabetical order according to the family name of the first author.

The preparation of this booklet was possible, thanks to the efforts of a number of persons but special appreciation should go to Marika Pirveli.

Tadeusz MARSZAŁ
Congress Chair

REREADING THE SIXTIES: RECONSIDERING PLANNING AS A VEHICLE FOR STRUCTURAL CHANGE

Louis ALBRECHTS

Catholic University of Leuven, Belgium

In the 1960s the planning discipline had a strong profile and identity. Today, after almost thirty years, much of this profile and much of the professional identity has disappeared in many countries.

In the sixties the idea of structural change was translated into concepts as "equity", advocacy, democratic control, integrated approach: most of these concepts vanished. The idea I want to raise in this paper is whether (some of) these concepts can be reintroduced. It is clear that the often rather naive, utopian and non successful way some of these concepts were used/implemented in the sixties must be avoided. This can be done if one takes advantage of the criticism that was formulated and the evolution planning went through in the seventies and eighties.

In fact this paper makes a plea for a critical rereading of the planning literature of the sixties in order to fish up some of the basic concepts and ideas and to use them within an up to date frame of reference.

Abstracts

The publication of the book 'Structural Change in the 1960s' by the French Development Bank and the Leuven University is a...
We have many friends in Belgium...
This is all...
The...
The...
The...

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SOME PROBLEMS OF STUDENT EXCHANGE BETWEEN UNIVERSITIES OF EAST AND WEST EUROPE

Alexander ALHIMENKO

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The aim of student exchanges between universities is not only to improve the quality of future specialists, but to make environmental challenges, taking into account the future integration and co-operation processes. The system of environmental education in Europe has to be the same in different countries. The necessity of it attested by the harmonisation of efforts in nature conservation. Future specialists have to have the same understanding of the ways of environmental protection and the same engineering standards for evaluation of environmental quality.

Realizing the students' exchange scheme, we prepare specialists with higher qualifications than those who do not take part in international exchange programs. However, the number of students, who take advantage of it, will be limited due to various constrains, so the next step, maybe more important than the first one, is a professors' exchange program. How to teach students, which things are more or less important for different specialities. These are some of the questions which have to be answered.

The best way for it seems to be a system of sabbatical of years and terms. The main problem is the financial support for this system. As a matter of fact, professors have different salaries in different countries. University authorities in East Europe usually cannot compensate for the difference. Perhaps the best way to solve this problem is create a special fund for an international professors' exchange program. There is no necessity to create a new organisation. This fund may be organised within the framework of projects like "TEMPUS".

BUILDINGS MICRO CLIMATE AND ENVIRONMENTAL STATE

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The issues of building design which ensure every modern comfort with minimal energy consumption acquire great significance in present and future town planning. In fact, today construction technology has become an ecological factor provoking atmospheric pollution. Systemic output, processing and transportation of construction materials enhance disturbances in ecological equilibrium and, particularly, radon spreading. The above ecological processes occur more intensively in cities with high human and structural concentration. Inversely consequential wind flows is significantly manifested in hot climatic zones.

Indeed, to ensure micro climate in large optimum designed sport complexes using unconventional energy sources a series of investigations was carried out.

A general micro climate equation system in a sport complex has been analysed. Theoretic statements of physical modelling for wind flow have been investigated. The temperature condition of structure has been estimated. Heat micro climate of sport constructions has been considered using systemic approach in the investigation of the methods to ensure the micro climate. A mathematics model for heat transfer in an open plane sport complex and skating-rink with artificial ice as well as methods of its implementation have been presented.

Issues of solar radiation utilisation to save power consumption of sport complexes have been analysed. A mathematics model to establish micro climate in a sport construction and principle control statements have been developed. A programme ensuring automated micro climate control system is given.

As a result the automated micro climate control system for large sport constructions has been developed. Recommendations for its integration are given.

**CAN PLANNERS COPE WITH A "POSITIVE
CATASTROPHE"? URBAN AND HOUSING - POLICY
RESPONSES TO ISRAEL'S RECENT WAVE
OF MASS IMMIGRATION.**

Rachele ALTERMAN

Technion - Israel Institute of Technology, Haifa, Israel

At the end of 1989, international conditions changed, and the doors of the former USSR (and later of Ethiopia) opened, allowing its Jewish citizens to immigrate to Israel. A wave of immigration broke out, so large that no other country has experienced anything like it in this century in time of peace. In two years, 430,000 immigrants were added to the country's population of 4.5 million. Projections ran rampant. Uncertainty was, and still is, the name of the game. Since Israel is the only Western country that today allows mass immigration of refugees and is committed to the intake of immigrants regardless of their economic conditions, health, or profession, international conditions call the shots more than internal Israeli policies.

When decision-makers and planners were first faced with the torrent of immigration, there was uncertainty about the scale of the phenomenon, its distribution over time, and its impact on almost every area of public policy. Interim hindsight has shown that the wave of immigrants taken in to date has had many impacts that were not anticipated "correctly" whether in terms of patterns of behaviour or in scale. The nation-wide extent of impact is distributed unevenly; in some smaller urban communities it has meant growth of 30 per cent or even 40 per cent in two years.

Can the planning theories and approaches to planning we know, guide planners in situations of uncertainty and turbulence of such magnitude? The paper analyses the characteristics of the planning challenges faced by Israeli planners in terms of theories and of planning, especially those approaches proposed to deal with uncertainty and crisis. It then proceeds to apply these theories to the analysis of the manner in which Israeli planners and decision-makers responded to the challenge. The analysis will focus on the areas of housing and urban development, and will look at the chronology of major decisions in legislation, planning, and allocation in these areas, focusing both on the national scale and on local case studies.

The information on the local level is based on current research in a sample of local authorities that looks at their manner of coping. The information on the national level is based on the author's inside view as participant-observer in a national ad-hoc committee on housing established to advise central government during the initial period of peak crisis. Other information is drawn from proceedings of the Knesset (parliament), official reports, and statistics.

**ALLOCATIVE PLANNING IN MARKET ECONOMIES:
THE USE OF PUBLIC RESOURCE ALLOCATION
FORMULAS**

Ernest ALEXANDER

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The economies of the West are not perfect markets, and markets cannot always be depended upon for the optimal allocation of social costs or resources. A substantial public sector exists for the provision of public goods and to intervene to address market imperfections. In this sector too, however, we can distinguish between "market-like" decision making, and decisions that are made by plan.

The instruments of "command" planning in western societies are not generally the imperative "targets" of traditional socialist central planning. But one of the most powerful instruments is the allocation of public or common costs, and the distribution of public funds or revenues. These allocations can be done in two ways. One way is on a case-by-case basis: this approach has serious defects, which are enumerated. The alternative is to base allocations on entire categories of cases: the advantages of this approach are described.

Allocating costs or distributing revenues by categories of paying or receiving units is allocation by formula. The use of public resource allocation formulas as a tool for planning and implementing programs is widespread and increasing; this is demonstrated. The sectors in which allocation formulas are used by central and regional governments and public agencies are reviewed.

Public resource allocation formulas serve specific purposes, and their construction follows given principles. These are explained and reviewed. To illustrate the use of allocation formulas, cases are presented of the development and implementation of allocation formulas in Britain, Israel, and the U.S.A. These cases include: the English municipal rate support grant formula (UK.), the Lands Authority Quarry Reclamation Fund, the public transportation fare subsidy, the Land Improvement Fee, and allocations to local government capital budgets (Israel), Federal Revenue Sharing, the Community Development Block Grants, and regional sewerage facilities capital costs allocations (U.S.A.). These cases illustrate the use of public resource and cost allocation formulas in a process which represents an expression of political decisions formulated as apparently technical negotiations.

A PRELIMINARY EVALUATION OF THE PROVINCE OF ONTARIO'S POLICY STATEMENT: LAND USE PLANNING FOR HOUSING

David P. AMBORSKI

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In the Province of Ontario municipalities are required under the Planning Act to prepare "Official Plans" (master plans) to guide their future growth. Currently, these plans and amendments to them must be approved by the Province. Section 3 of the Act allows Ministers to issue policy statements regarding matters of Provincial interest. Once these are issued, municipalities must have "due regard" for them in preparing or amending their official plans. One such statement passed in 1989 is the "Land Use Planning for Housing" statement which has the objective of providing housing types which are accessible, affordable, adequate and appropriate to the needs of households in Ontario. This statement is commonly referred to as the Affordable Housing Policy Statement.

As planning agencies often do not formally evaluate planning policies once they are fully implemented, this paper attempts to begin this process for the provincial policy stated above. Consequently, the purpose of this paper is to briefly describe the main components of this statement and to develop an evaluation method for the policy. Having provided this background information, the paper will determine a method for evaluating the various components of this statement which will include identifying measures which may be used to access the objectives, and identify appropriate data necessary for the evaluation. A preliminary evaluation will be undertaken based on that data which is currently available from the Province.

The required components of the policy which are to be included in the evaluation include: the supply of land for residential use, streamlining the planning process, the range of housing types, and residential intensification.

This paper will not only draw conclusions regarding the preliminary results regarding the effectiveness of the policy in meeting its objectives, but also recommend a framework for a full evaluation of the policy.

SPATIAL PLANNING IN SOUTH UKRAINE: GIS-BASED RESEARCH PROJECTS

Vladimir ANDERSON

Odessa State University, Ukraine

The four spatial planning research projects have been chosen at the Department of Economic and Social Geography of Odessa State University (Ukraine) for elaboration using technology of Geographical Information Systems (GIS).

1. "GIS-Based Geodemographic Monitoring in South Ukraine".

There are many geographical factors and causes which have influence on demographic phenomena in South Ukraine: environmental, ethnic, socio-economic and political. Local authorities (oblate's executive committees) need objective geodemographic information for the regional policy making. The most effective solution relates to geodemographic monitoring and analysis on GIS-technology base. An applicational aim of the project consists in implementation of low cost PC-based geodemographical GIS' s at the regional planning departments of Odessa, Nikolaev, Herson and Kirovograd oblasts.

2. "Computer Atlases of Odessa and Nikolaev Regions".

Many organisations in south Ukraine are interested in acquisition of thematic maps: local authorities, environment control services, municipalities, schools and universities. During the last five years Department is engaged in design of Odessa and Nikolaev regional atlases. A lot of data is collected already, but the map production process is continued to be still too slow. GIS-technology provides opportunity to improve and intensify this process (automated mapping).

3. "Geographical Expertise of the Odessa Free Economic Zone with GIS".

In 1991 the project of Odessa Free Economic Zone has been approved in Ukrainian parliament. Now it is examining in location-allocation context. The several districts of the Odessa City are selected on this occasion and the geographical researches are going on. The implementation of GIS-technology in the expertise process will provide more objective, full value, flexible and active solution.

4. "Spatial Planning Education with GIS".

The new GIS courses are taught at the Departments: "Geoinformatics", "GIS", "Spatial Analysis", "Geostatistics" as well as planning ones: "Regional Planning", "Infrastructure and Transport", "Rural Planning", "Tourism and Leisure". The project's aim is to link these courses in teaching.

PLANNING AND ENVIRONMENTAL SUSTAINABILITY

Anna ANFINOGENTOVA

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This paper offers an overview of the state's centralised planning system of environmental protection, which existed in Russia till 1990. As a result of the radical economic reform, this system has been destroyed. Much emphasis is placed upon the problems of environmental sustainability in the conditions and changes in Russia.

A new system of environmental protection planning is suggested. It presupposes the combination of a state ecological adjustment and the market mechanism for forming the optimum structure of public production.

Particular attention is given to the results of a regional ecological complex of inter-industry analysis. The modifications of the "input - output" method is used. This inter-industry analysis is made in order to estimate the influence that the environmental protection measures have had upon regional development.

STRATEGIC PLANNING: REGIONAL DEVELOPMENT

Zoltan ANTAL

University of Budapest, Hungary

The governments in Eastern Europe used to believe that they succeeded in creating harmony at every level through national planning and by the breaking down of plans. Unfortunately, it has failed. A lot of examples can be enumerated on this point, although the living standards and other social factors were doubly difficult to take this into consideration during the planning.

The careless industrialization policy and the forcing of the growth of large towns without satisfactory development concerning infrastructure have created dramatic situations concerning environmental pollution. The main roads passing through the large towns have slowed the traffic down and the air and noise pollution within the settlements has become hardly bearable due to the development of motorization, especially in the transportation of goods. This also means that in the last decades there wasn't any wide-range strategic planning which could have predicted the increase of the transit deliveries through the roads of Hungary in due time. It is also true that the construction of roads passing by the settlements is going to be very costly.

The situation that has occurred in one of Budapest's districts is another example of the lack of foresight in social planning. In the 1970s and 1980s, a rather big housing estate was built close to a polluting source, close to an outdated steel-making and non-ferrous metal processing plant in Csepel. At the time of the building, the simplest (the cheapest) solution of the housing problem stood in the centre of social attention. Now, when environmental problems are coming into the limelight, the lack of foresight becomes clear. The spreading of the elements of the market economy has caused new problems in the field of the social (strategic) planning. Several small ventures started productive activities emitting hazardous waste without ensuring the neutralization or safe storage of the occurring polluting byproducts.

The developed West has announced the strategy of sustainable development, granting living space to the future generations and we also have to take it over. Along with other things, we have to learn the methodology and the means for strategic planning and publicity promoting its acceptance has to be worked out. In this way, we can speak in common categories and use the possibilities that exist within the widespread cooperation.

ECOLOGICAL EQUILIBRIUM AND TERRITORIAL PLANNING: THE ITALIAN CASE

Franco ARCHIBUGI
Planning Studies Centre, Italy

This research - for which the author is the scientific co-ordinator - was used in the preparation by the Italian Government (Ministry of the Environment) of a Ten Year Plan for the Environment (DECAMB).

The purpose of this report is to illustrate briefly (a) the scientific premises of territorial planning, which are also the foundations of an ecological equilibrium between human activities and the territory of natural environment; (b) the lines of direction of an urban policy inspired by the above mentioned foundations of ecological equilibrium; and then subsequently (c) the guide-lines for the application of the principles of ecological-territorial equilibrium for the real Italian territory; with the subsequent configuration of (d) an urban eco-systems network for the Italian territory itself (as designed by the Ten Year Plan for the Environment, elaborated last year by the Italian Government).

TOWN PLANNING IN POLAND, CZECHOSLOVAKIA AND HUNGARY: REPORT ON THE CURRENT SITUATION - SPRING 1992

Charlotte ARENANDER
The Royal Swedish Academy of Engineering Sciences, Stockholm, Sweden

Eastern Europe is now undergoing a period of adjustment. The transition from a planned economy to a market economy is changing the conditions for town planning.

Town planners are confronted with new problems and questions:

- How are the market forces to be handled?
- How will planners treat the strong lobbying groups with interests contrary to the public interest?
- How will land left after the closure of industries be used?
- Is high employment also a town planning problem?
- What consequences will the increasing social differences in society have for town planning?
- How can deterioration of the suburbs be prevented?
- How can historic townscapes be protected from motor traffic and strong commercial factors such as tourism?
- Will public transport be driven out of business by private cars?
- How can the damaged environment be restored?
- What priorities must be made to restore the ecological balance?
- What measures are needed to improve the image of and therefore increase the willingness to invest in the regions encumbered by heavy industry?
- What worked well in "Communist Eastern Europe"?
- Are there any values from communist times which can be developed and/or which ought to be protected?
- How will the role of the town planner change?
- With what planning instruments and working methods should the town planners meet the new conditions in society?

REGIONAL PLANNING AND DISPOSITION OF THE FARMS IN RUSSIA

Tatiana ARTEMENKO

Moscow Institute of Land Use and Planning Engineers, Russia

The progressive forms of the agricultural production development is the organisation of the one family or some families' farms. These farms may be disposed as on the previous places as on the new ones. It's important therefore to fix some economic expedient criterion's of the settling system.

The main directions of this system development are:

- agricultural enterprise remains its boards. The foundation of new farms;
- agricultural enterprise is liquidated;

The first direction is well for specialised enterprises (feeding). The main criterion's of the formation settling region are sanitary - requirements.

Analyse of the changes in the agriculture in the formation of non-traditional economic forms shows that there are two main ways: development and changes of the historical structure and foundation (widen) new family farms.

RURAL PLANNING IN RUSSIA AS A SYSTEM OF MANAGEMENT AND EDUCATION

Vladimir ARTEMENKO

Moscow Institute of Land Use Planning Engineers, Russia

Rural territory of Russia is vast. There are agricultural fields, industrial premises, social infrastructure and transport. There are over 150,000 rural settlements in Russia.

That is why effective land use planning is the main problem as far as management and education are concerned at the time of change in Russia. At the same time modernisation and reorganisation of agriculture and social problems in spatial planning are becoming the most important.

In our projects we are solving the problems of the economic development of rural territories. The most important part of the projects is the conformity of ownership forms and management methods and territorial organisation of populated areas.

In connection with the situation here we suggest the training of personnel who solve the problems of the territorial development of settlements. The regional planning and land-use survey should be well connected. And the amendment of laws regulating the forms of management in the agricultural areas is very important.

Now we have to understand that management of the land use is a dynamic process, so we have to train the students taking into account the methods of the system-analysis technological forecasting and computer - supported modelling. We must pay attention to the problem of environmental protection.

Now that the centralised management and central budget has collapsed here, we should develop the local self-management and self-financing act in the agricultural areas. The system of forecasting and projects documents for the land-use survey and territorial planning are very important now as well.

BACK TO THE FUTURE? OR, DO WE BELIEVE IN PLANS?

Sigmund ASMERVIK and Halina DUNIN-WOYSETH
The Oslo School of Architecture, Oslo, Norway

Modern planning which emerged in the second half of the nineteenth century, has its foundations in the "design professions" of architects, landscape architects and engineers. After the Second World War, the planning discipline expanded to include sociologists, psychologists, sociologists, and, last but not least, economists. Some Scandinavian planning theoreticians claim that the development of planning has displayed a kind of a circular evolution: from the rational "top-down" planning in the period until after the Second World War, through the negotiation-oriented centralised planning in the 1970s, to the decentralised negotiation planning in the 1980s.

The theoreticians do not preclude the possibility that the development of planning will continue its circular evolution to reach the point of departure, i.e. the rational "top-down" practice. Thus, architecture and other design disciplines would regain their crucial position in planning.

While the authors of this abstract remain less optimistic as to the future leading role of architecture in planning, they maintain, that the architectural modus of teaching, design-based, problem-oriented, experience-centered, can be discussed as an appropriate, future-oriented "modus docendi" in planning.

The authors attempted to test this assertion in some student courses, offered at the Faculty of Geography, University of Trondheim, and at the Oslo School of Architecture. The pedagogical concept was to stimulate the students to "teach themselves" planning through solving concrete physical problems. While for the students of architecture this education way has always been a natural pedagogical approach, it turned out to be a "mind opener" for the young planners without a design background, the students of geography.

The paper will discuss the results of these planning courses, following the principle of "Docendo discimus", in their factual and pedagogical terms.

THE ROLE OF THE PLANNING SUBJECTS IN THE EDUCATION OF SURVEYORS: MAIN FEATURES AND PROBLEMS IN ESTONIA

Alexander ASTACHKIN and Siim MAASIKAMAE
Estonian Agricultural University, Tartu, Estonia

This paper deals with different problems of teaching planning subjects to the land surveying students at the Department of Land Management of the Estonian Agricultural University. The following main problems are under discussion:

- An historical overview of the main features of the training land surveying students during the Soviet period is given. The main attention is paid to the teaching of planning subjects and basic concepts of land use planning at this time;
- A new study plan and particularly the role of planning subjects in it are presented. The comparison of the old and the new curricula is also made. In connection with it the main features of several planning subjects are described;
- The role and the character of work of the land surveyors is changing rapidly in Estonia at present.

The changes in the field of land use planning and the needed changes in the field of training students in connection with it are analysed;

- The main problems of teaching planning subjects to the land surveying students at the Estonian Agricultural University are examined. The core of many problems in this field is the quality of teachers.

It is impossible to teach new ideas of planning theory and planning methods to the students without training our teachers. Other reasons concerning our problems are also discussed.

POLICIES FOR ECOLOGICAL PLANNING

Semra ATABAY

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The contradiction between the development and economic growth of developed and developing countries, the natural environment itself, as well as the reflection of this phenomenon to the universe as an environmental problem, has introduced the concept of ecological planning.

In other words, the rapid increase in the world population and the fact that the increase in production and consumption constitute the basis of environmental problems, which towards meeting the needs of this population, has instigated the need to change the growth and development trends, especially in developing countries, and in addition, requires the introduction of a more rational orientation for ecological and economic values.

Within this context, interpreting the conservation of natural resources as a world heritage, in order to abstain from using different standard criteria for environmental protection and in order to prevent the transmission of environmental pollution, and thus to promote gradually the living standard of human beings, European countries have introduced environmental quality standards and pollution measurement limits. Hence, in terms of country-wide, regional and urban planning, environmental action programmes were proposed in order to apply and to monitor these standards and limits.

However, since ecological planning methods and the accumulation of scientific knowledge to cope with pollution and experience, as well as an institutional organisation are, at present, lacking within developing countries, in the short run, it will not actually be possible to find solutions for environmental problems.

This paper discusses the adoption of policies regarding ecological planning and environmental protection and the improvement both at national and international levels as well as the determination of harmonisation methods for these policies and practices in different countries.

IMPACT OF TOURISM IN DEVELOPING AREAS IN RESPECT TO ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Gunduz ATALIK and GEZICI

Istanbul Technical University, Turkey

Tourism has for a long time been evaluated as a sector which affects urban and regional development only in its economic dimension. For this reason, tourism development has become one of the basic instruments in regional policies, especially for socio-economically depressed areas.

If it is argued that tourism has effected a positive change in the well being of society, then we also have to acknowledge that it caused a pressure upon the environment by public ecological awareness. Thus the natural and built-environment as a whole has become actually a factor which is significant and conflicts with the economic dimension of tourism.

Environmental policies have become important especially in the world transformation and restructuring process, when environmental problems become international and extend beyond national boundaries.

Thus, the purpose of this paper is to present tourism development and environmental policies in Turkey by comparing them with developed areas and to find some ways for positive impact of tourism in a developing area, in respect to ecologically sustainable development.

THE EVOLUTION OF PUBLIC-PRIVATE PARTNERSHIPS IN BRITISH URBAN POLICY

Nick BAILEY

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Over the last fifteen years, the British government has funded a number of initiatives in urban areas designed to provide the infrastructure for redevelopment and, in some cases, to target resources on those suffering social and economic deprivation. In almost all cases, the need for some form of "partnership" to incorporate the public, private and voluntary sectors has been an important feature of each initiative. This paper will explore the origins of the idea of partnership, examine how it has been interpreted and applied and, by drawing on case studies which are currently being researched in the School, attempt to assess whether or not the benefits of the approach outweigh the disadvantages. For example, an important consideration will be whether the advantages of greater community and private sector involvement and the mixed funding of development compensate for the loss of direct control and accountability to the local authority.

In conclusion, the paper will discuss how far the partnership approach to urban regeneration is likely to develop in Britain and suggest ways in which it might be applicable elsewhere in Europe.

URBAN AND REGIONAL IMPACTS OF EUROPEAN HIGH-SPEED TRAIN SYSTEMS

David BANNISTER

The European Train System is now rapidly developing and the network connecting the principal cities of Western and Central Europe should be in place shortly after the year 2000; with extensions to Eastern Europe during the period 2000 - 2010.

The paper will use a theoretical model and empirical observations to speculate on the effect of the new system or pattern on urban and regional development, particularly on the shape of the European urban hierarchy.

BALANCING GROWTH IN PRODUCTIVITY WITH MARKET DEVELOPMENT IN THE EMERGING POLISH MARKET ECONOMY

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Three years have passed since Poland decided to introduce a market system. Fixed pricing of food and subsidies to agribusiness and the socialised farming sector were abolished. Participants in food production and processing are now operating in a different economic environment. The emerging market structure requires producers to allocate resources according to information received from the market. The price discovery mechanism in the market responds to supply and demand forces.

The paper compares the role of information in central planning and in the market system. It focuses on the need for a balanced approach towards developing a market oriented agricultural sector in Poland. Constraints on rapid movement to a market system and their consequences are discussed, including: the influence of farm structure and credit availability on information flow and assimilation, the importance of data on demand and consumer preferences in a market economy, the lack of continuum in administration and its impact on planning, and the uncertain rights in state farming and agribusiness.

New information needs for the market participants are identified and discussed using a three-dimensional marketing system approach: time, form and space. The role of government versus private industry in information collection and dissemination is addressed. The role of education and different information needs are emphasised for smaller unspecialized farmers versus large specialised farmers.

MOBILITY PRODUCTION, CONSUMPTION AND SERVICES: A CONFLICT APPROACH

Guy BEATEN

The organisation of transportation of goods, passengers and information is seen as the outcome of three conflicting moments of mobility, each having their own objectives.

The creation of mobility starts with the production of transport means and infrastructure. In most countries, transport means: trains, ships, aeroplanes, cars, bicycles, and infrastructure; roads, rails, waterways, airports, seaports, teleports are produced by the private sector and are to a great extent sold to public and private transport services: railway companies, telecom services. Since competition and generation of surplus value is the 'raison d'etre' of capitalist production, transport means constructors try to influence the supply of mobility services in such a way that competitive edges are reached and surplus value is maximised. It is argued that the organisation of mobility is highly influenced by economic objectives of producers of transport means and infrastructures. Competition forces the producers of transport means to take part in the technological race and construct ever faster trains, aeroplanes, ships, etc. Within this context, the TGV project will be studied in detail.

Mobility services and the second link in the chain of mobility organisation are nowadays subject to thoroughgoing political shifts. Privatisation, deregulation and liberalisation of formerly state owned companies will have important effects upon relations with producers and consumers of mobility. Protection of national markets of transport means might diminish in favor of international competition among transport means constructors. This will lead to mergers, take-overs, strategic alliances and the disappearance of those producers of transport means and infrastructures who did not adapt to new competitive exigencies. Again, the TGV project serves as an adequate example.

Consumers (both households and firms) will be confronted with the diminishment or disappearance of non profitable services and quality improvements of profitable services like high speed intercity connections. It is argued that due to the economic objectives of producers and new austerity policies by the government, large parts of consumers, especially those who have to rely on public transport, will suffer from worsened transport services.

In short, optimal transport policies taking into fully account matters of social justice are inhibited because of conflicting and powerful political and economic imperatives of other actors involved in the creation and organisation of mobility.

INTERNATIONAL PROJECT-PROGRAM: THE BI-POLAR SYSTEM MOSCOW - ST. PETERSBURG

Corrado BEGUINO, Rocco PAPA and Bianca PETRELLA
University of Naples, Italy

The intense interest provoked by a reality characterized by a deep socio-political change and the opportunity of observing and, if possible, of controlling the territorial phenomena development in a context so far from the west one, have persuaded the research group belonging to the "Federico II" University of Naples (Department of Planning and Sciences of Territory) and to the National Council of Researches (Institute of Planning and Science of Territory), directed by Prof. Beguinot, to activate a scientific deepening about the "soviet town" subject.

The Moscow-St. Petersburg Project-program represents the most recent act of a process of co-operation between Naples and Moscow, which began some years ago and whose protocol of agreement was subscribed in Moscow, in May 1992.

The purpose of this work is to create a bipolar system between Moscow and St. Petersburg which should be realised firstly through an effective and suitable infrastructural system tending to raise goods, people and information mobility; secondly through the recovery and re-organisation of the urban centres included in the large area for which the intention is meant; thirdly through the building up of a science town park which should be the guide and the datum point of the whole area technology development. The Moscow-St. Petersburg system is formed by a wide territory based on the two terminal poles, on two sub-poles (Novograd and Kalinin) and on a series of little towns scattered inside the territory. From an infrastructural point of view, the main poles are now interconnected through a road axis with services levels which are already very inadequate, through a railway line showing clear signs of technology and functional old equipment and through an artificial channels system used to carry materials.

Different reading levels have allowed us to define a number of "knowledge itineraries": an historical itinerary, a socio-cultural one, an environment one, a technological-infrastructural one, etc. have been therefore defined.

In parallel with the itineraries we have outlined some guiding ideas able to define the project-program strategic contents. The main guiding ideas are presented in the research. There are a lot of purposes within the whole co-operation program, but (besides the solution of the territorial problems "inside" Russia) the main purpose which the Moscow- St. Petersburg project-program intends to achieve is that of bringing Russia near West Europe.

URBAN TRANSFORMATION COMPLEXITY AND SPEED: THE PAST, PRESENT AND FUTURE

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During the course of their history, cities have amassed several serious problems that have caused trends that exist today and produce a negative situation in urban life. Metropolitan gigantism, congestion, habitat and environmental degradation, the wasting of resources, governmental difficulties, casual use of innovative technological products and instruments, and many other serious problems are shared by many countries. The presence of these negative characteristics is independent of the cultural, economic and geographic contexts in which each city has developed.

The city may be observed and analysed from several views and through the application of various methodologies, each of which aims at the understanding of the single phenomena and of the complexity of urban systems; the geographer, the sociologist, the historian, the economist, the anthropologist, etc., will study the urban phenomenon through different approaches, looking for their point of view. The list of the different observation perspectives through which the city is studied, could be very long but incapable of exhausting the various possibilities. In this paper, we deal with a particular aspect of the city that is, at the same time, also a general aspect, because it involves all of the components that form urban life: the relationship which occurs among the perception of space, the way of experiencing time, the idea of speed and of the existing city and therefore, the characteristics it had in the past cities and the role that it probably will play in the city in the next millennium.

Space, time, speed, mobility and permanency are fundamental for man because they are fundamental for his relations; as the technique develops, the capacity of relations among men increases and society becomes more complicated. City has assumed and constantly changed its spatial shape according to the change that mobility requires and to the possibilities offered by the means of transportation improvements.

THE DESIGN OF URBAN TRANSFORMATION BETWEEN PLANNING AND MARKET STRATEGIES

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In the contest of more recent modification of public/private relationships related with the urban transformation (the crisis, theoretical and practical, of traditional planning, the "re conquest" of the market forces, the presence of more public and private subjects and the more often exchange of roles between public and private sector in designing and managing development plans and projects, the new instruments) a very problematic question is the way, in concrete development processes, which aggregations of public and private actors take form-through.

My point is that it is through these form of aggregation that new designing ways of the urban transformation (considering design as collective action, not only as a professional task) take form, in particular extending the traditional designing arena (the public agencies, and the professionals that work for them), especially to the "market area".

One of the consequences more relevant of this trend is the delegitimation of the planner as the deputed "designer" of the urban transformation and the affirmation of other performers: previously private developers but also, in some cases, the local communities. In view of this, the role of planning and that of the planner are becoming more and more difficult though offering more opportunities.

The paper offers an empirical outline (referred to Italian and European context) concerning the present design methods of urban policies, based on the hypothesis that it is possible to single out different "design systems" in the field of urban policies: - a prevailing system, related with the public/private partnership, the form of aggregation more widespread in the last decade in the main European and American cities, that define policy problem such as economic development, international competition, re qualification of economic areas, etc... and solutions like big infrastructure and real estate development, privileging the "construction of the city" and the operators, more linked with related activities.

Some other strategies of policies design, more or less far from the previous "model": are the more innovative intervention of private developers, trying to involve local communities in the development process; the more professional way of design the possible transformation of the city, consisting in the experimentation of a new kind of global plan as reference of collective action; the more autonomous design of local communities through participated approach of planning. Within these different "design systems" it is possible to identify different roles for the planners.

AFFICIENCY IN THE ALLOCATION OF LOCAL PUBLIC SERVICES: ANKARA CASE

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Local governments are seen as the important tools for redistributive policies in many countries. A wide range of duties including health, education, police and security which might serve income distribution among citizens is defined in the realm of local, particularly metropolitan, governments.

In Turkey, provision of local public services is not utilised to support redistributive policies since the above mentioned services are excluded from the main service responsibility and they are neglected due to the financial restrictions of local governments.

One of the reason behind this tendency is the strict control of central government over local responsibility generally through centrally allocated grants which constitute the major part of municipal budgets. Local revenue sources - property and other local taxes - have small share in total municipal revenues.

These features of local responsibility and finance can be traced in the organisational arrangements of metropolitan administration in Turkey. Although a new structure, a two-tier system, was developed for metropolitan cities in 1984, it had been restricted by financial and administrative structures. Since the decentralisation in metropolitan cities is not on the service but on the administrative basis, jurisdictions of metropolitan and district municipalities are determined by the service size rather than service and population characteristics in the service area.

This being the case, demand for local services is formed independently from the local revenue sources and determined through political and social choices of both citizens and metropolitan government. Citizen groups are represented in this process by means of their political power, rather than their contribution to the service provision. This means that the income level of citizens has not a direct impact on service provision through demand. Rather, it seems that their service demand is transformed into a demand for location in the metropolitan area which might be served better by the local government.

In the light of these considerations, previous provision and allocation of services in a region might have clues for the expected service levels. Once it is established, this situation makes harder to achieve allocative efficiency since it urges a predetermined allocation.

In this paper, this tendency will be analysed by some means of various services, transportation, basic infrastructure and recreation, in Ankara through a comparison among the district municipalities of metropolitan government. Service output will be related to previous service allocation and socio-economic characteristics of district population to form a basis for this comparison.

TOWARDS A CROSS NATIONAL RESEARCH METHODOLOGY: CONDUCTING A MULTIPLE CASE RESEARCH ACROSS E.C. NATIONAL BOUNDARIES

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This paper describes how business management techniques were combined with sociological tools to establish and conduct a cross national research project within the E.C.

Throughout, the author uses his current and ongoing research project as exemplar. This highlights the initial, basic need for a common Code of Ethics, and offers the code devised for consideration and possible AESOP adoption. Similarly the development of a structure and framework of tools for managing the circa 50 cases and 250 interviews involved, is presented. It proceeds by outlining problems encountered in selecting and training interviewers, overcoming language and cultural barriers, and handling cross national comparison and analysis. Solution chosen, together with possible alternatives, are also outlined.

With research field work on the authors project being approximately 75% completed (June 1993), this paper affords a valuable vehicle for examining many of the practical as well as theoretical problems involved in conducting both individual and multiple case study work. Offering useful insights for academia and other researchers, it seeks to contribute to educational as well as formal research methodology.

POWER OVER RULES - OK? - AN EXPOSE OF HOW POWER IN VARIOUS GUISES ADDRESSES PLANNING AND RELATED REGULATIONS IN THE E.C.

Michael BENFIELD

University of Newcastle Upon Tyne, UK

Effectively a partial update of the authors current and ongoing research this paper identifies various political and market practices used in attempts to circumvent heavily codified E.C. planning and related regulatory regimes.

From field work which is circa 75 per cent complete /June 1993/, those practices which appear most prevalent are provisionally identified. With 5 types of development chosen for comparative case study across several EC countries, differences in practice between authorities, countries and development type are examined.

Property development in E.C. countries faces intensifying environmental and other legislative direction from Brussels. Mounting budgetary constraints are adding to the pressures on local economies. Against this background, the paper raises questions about the desirability and efficacy of policing and enforcement in the face of powers which pursue alternatives. Equally the difficulties and restrictions faced by developers and how they have responded to them, are considered.

Concerned with the institutional dynamics which surround planning policies and instruments in Europe, this paper seeks to make a freshly informed contribution to current debate within the wider property development forum.

THE ROLE OF PUBLIC PRIVATE PARTNERSHIPS IN URBAN REGENERATION: A COMPARISON BETWEEN SCOTLAND AND SLOVENIA

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As a newly formed independent state, Slovenia is experiencing radical changes to its political, economic and social systems. Although a relatively small country, Slovenia has experienced substantial urban expansion during the last decade. However, with limited land resources at its disposal, there is now a need to meet future housing demand by regenerating existing urban areas. The introduction of market principles into the economy and the privatisation of the housing stock has led to the curtailment of scope for public intervention. Given the current financial and economic situation facing the country, it is envisaged that new forms of Public Private Partnerships could deal with the problems of urban regeneration and the management of unwanted public housing stock. This paper provides a critical review of the characteristics of Public Private Partnerships as adopted in Scotland. Relevant examples illustrate important lessons that can be drawn from such experiences and how this approach can assist in the formulation of new partnerships in Slovenia. The paper concludes that for new Public Private Partnerships to be successfully established in Slovenia, it is essential that any cultural impacts of such strategies should be taken into consideration at the outset.

DEVELOPMENT PLANNING: GETTING IT DONE

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Planning, and in particular development planning, has been accused of being elitist, and out of touch with those for whom it is intended to aid, inappropriate and non-implementable. To a larger or lesser extent, these accusations are true and to invalidate accusations such as these, planning has to overcome the following problems:

Firstly; how to address the relevant issues at hand, or, otherwise stated, how to identify the problem correctly.

Secondly; how to involve the people in the planning of their own, future well-being.

Thirdly; how to get planning proposals implemented by making the people responsible.

This paper will attempt to show how it can be (and has been) done, as well as some pitfalls against which should be guarded. This will be done by using three projects wherein the author has been involved, as case studies.

Although the case studies' context (and the paper, as such) is South Africa, the opinion is held that the underlying position is universally applicable.

Each one of the problems identified above is addressed as a planning issue and is explained through a case study. Although the three cases have no connection in space and time, there is a common theme: "how to help people to help themselves".

Subsequently, this presentation should be viewed as a story with three chapters. It is not a lecture about the theory of development planning (for that, there are a multitude of textbooks). It is rather an example of how theory may be put into practice.

TOWARDS A MARKET ORIENTED PRICING OF STATE HOUSING IN TURKEY

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Government intervenes in the housing market when the market can not produce efficiently and/or distribute equitable. However, although it might be needed to provide acceptable housing for particular income groups, if the advantages of market system are not used, government intervention would not yield efficient and equitable results, either. Because public resources to be allocated for housing are limited, only a small group benefits from limited number of housing units produced by the state or from limited amount of housing loans provided with subsidised interest rates. In the case of high inflation, if effective measures are not taken, the funds are eroded and the number of beneficiaries becomes even smaller. Financial institutions in the area of housing might face bankruptcy.

It had been experienced in Turkey before 1989. Real value of the public housing fund, which supported 30 per cent of total housing production during the times in which housing investments by the private sector slowed down, had reduced gradually. In order to protect the fund against inflation, housing loans made through the public resources were indexed to wage increases started from 1989. This was the first step for a market oriented pricing of the housing provided or supported by the state. While it has been tried to prevent the fund from being eroded, a second measure to reduce the use of public resources in housing production and to increase the number of household served was to organise people who would like to buy a house before the construction begins and to use their own resources in financing housing produced by the state, as it was the general case in private housebuilding. This allowed lower-than-market price housing production while demanding a smaller share of public finance.

Another way to use public funds more efficiently was cross-subsidisation. Luxury houses built on public lands in high-priced-housing areas were started to be sold by auction. High demand for them has led to market prices for the houses produced by the state, and thus increased the source of housing fund which could be used for social housing.

There has also been studies to improve involvement of commercial banks in the area of housing finance which has been dominated by the state, and by this way to achieve more efficient use of resources.

This paper discusses increased efficiency in the use of public resources through the above methods with their effects on households' affordability.

POLISH - GERMAN CO-OPERATION. THE CHALLENGE OF DEVELOPING A BORDER REGION

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In this paper I would like to discuss the context for European integration and transnational regionalism in the Polish-German border region.

As a result of the political and economic changes in 1990 a new climate for regional policy and regional development came about. More specifically, these changes may concern the development of border regions which are predominantly peripheral. To prevent the national boundary from being a hindrance for further development of those regions, transnational co-operation is indispensable.

The character of the Polish-German border region as a whole is peripheral and mainly rural. Besides, this region is specific in two ways. First, because of its position at the east end of the European Community, and secondly, because the whole region belonged to Germany before World-War II. Therefore, a certain degree of uniformity still can be found. This may facilitate transnational co-operation. On the other hand, the Polish-German history is not free of inimical events, which may delay a profound co-operation process.

Transnational co-operation is possible on different levels of analysis. This is related to regional differentiation; 1. the position of the, to a certain degree uniform, border region within its spatial, political and social-economic context, 2. regional differentiation between the two countries Poland and Germany and last but not least, 3. the differences between small scale regions as part of the border region.

Taking this all into account, the following problems emerge in the discussion about Polish-German transnational co-operation:- circumscription of co-operation areas;

- adapting co-operation to the regional policy of both countries; - different regional potentials; - social developments; - the (future) role of the European Community Attention will be paid also to already existing forms of co-operation or to plans on co-operation (among others the development of Szczecin, or the "Stolpe-development plan").

Parts of this discussion will have a preliminary character, because the whole process is new and not all data are at hand yet. One point, however, is clear. The context for regional development in the Polish-German border region is certainly not unfavourable. Nevertheless, Poland has to take care in two respects. Firstly, not to be overruled and secondly, not to be inclined too much westwardly and neglect the other border regions. This means that the country has to take up a clear and realistic position in regional policy. Not an easy task, since circumstances differ substantially from those before 1990.

PERCEPTIONS OF ENVIRONMENTAL THREAT AND ENVIRONMENTAL POLICY IN POLAND

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The tension between economic restructuring and environmental policy is very high in the transition of Central and Eastern Europe from communism to democratic, market based societies. Political leaders tend to place greater priority on economic policy, usually giving the rationale that attention to the environment will take place "when we can afford it". Two recent public opinion surveys taken in Poland indicate that the population is very aware of environmental threats and concerned about whether government, at any level, is taking appropriate action to address these threats. Preliminary results from these surveys indicates that opinion among survey respondents very strongly supports more vigorous environmental policy, even at the expense of economic development.

The two surveys were carried out by Centrum Badania Opinii Społecznej (CBOS) for the University of Minnesota working with the Institute for Sustainable Development in Warsaw and the Ministry of Environmental Protection, Natural Resources and Forestry. The first was conducted in February 1992, the second in February 1993. The presentation will report on the results of the two surveys and analyse the relationship of environmental perceptions with geographical location, economic and social status, and political orientations. Additionally, shifts in perceptions over time are explored.

From the analysis, the implications for environmental planning in Poland and other countries of Central and Eastern Europe will be explored.

DECENTRALISED TERRITORIAL MANAGEMENT IN FRANCE

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During the last ten years, reform has developed enforcing the local authorities with new powers and responsibilities which until then had belonged to the state.

Thus, "communes" and "regions" are able to formulate their own planning policies which may result in occasional co-ordination problems.

A law implemented in February 1992 aims to avoid such difficulties by encouraging new formulas - "inter-commune" co-operation.

EVALUATION OF URBAN PLANS: FROM A THEORY OF PRACTICAL ISSUES

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The aim of this pronouncement is to develop some of the matters which were mentioned in brief during "Planning Transatlantic", the Joint AESOP/ACSP Congress, held in Oxford, 1991.

From among many factors which now influence the urban development in Poland, two may be pointed out as the most important. One is the re-institution of local government and the other, the overall, severe economic recession. Both reasons indicate the need for a rational use of money which may be spent for local development. One means to this end is the ex-ante evaluation of development proposals.

The preparation of local development plans is the responsibility of local governments. To treat that task seriously they should not forget about the evaluation which was produced by specialist planning teams. From many praxiological features of a good plan, especially one that should be subjected to the evaluation process.

This feature may be called in short as economy, but then can be considered, after Zieleniewski, in the form of effectiveness, efficiency and profitability. The analysis of these three criteria in the urban context indicates that for any local government the most important are eventually: the achievement of goals and the costs to be borne by the local community.

Costs of urban growth are of complex nature: they may burden the community as a whole and its individuals, may be paid for actual development and for its negative side-effects as social costs, they may be paid in real currency or just calculated for decision-making needs like the opportunity costs or expressed in quite other categories as diseases and pollution, etc.

These costs for practical use have to be limited to capital investments of the local government and to opportunity costs which may be considered as, again, the effectiveness and local government's investment costs of the second best proposal.

PLANNING FOR THE INTEGRATION OF MASS MIGRATION: MIGRANTS FROM (THE FORMER) USSR IN ISRAEL

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About 400,000 immigrants have arrived in Israel from 1900-92. Most of them were from what used to be the USSR. As is well known, the determinants of migration are divided into "push" and "pull" factors. It is easier to integrate immigrants who were attracted to the receiving country by its "pull" factors, than those who were pushed unwillingly from their places of origin. A large proportion of the immigrants who arrived at Israel in the past were attracted to the idea of living in a Jewish state, while in the current wave there are just a few idealists. Most of the immigrants were pushed out of the collapsing USSR and looking for economic opportunities and political freedom. The Israeli gate, unlike other gates, was open, so they decided to give it a try.

The migrants are characterized by small households: a relatively small number of children, fairly large proportion of elderly, and an especially large proportion of labor-age persons. The "human capital" among them is enormous: a third of the labor force was, at their country of origin, in "scientific and academic professions", and a second third was "other professionals and technicians" with higher-than-high-school education. In spite of their advantages, the Israeli society and economy is struggling hard to absorb them, due to: their numbers (an addition of 8 per cent to the already existing 5 million in Israel), the fact that unemployment was high even before the mass migration started and because of the cultural differences.

The paper will focus on the ways in which planning was used to assist in turning the liability of mass migration into an asset. It will describe and present an initial analysis of central planning in the areas of housing and employment, and will comment on local planning for social and cultural integration.

URBAN SPATIAL SEPARATION OF FUNCTIONS: THE DEVELOPMENT IN GREATER STOCKHOLM 1975 - 1990

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Today, the zoning principle in town planning is questioned and is the object for an overhaul by a governmental commission in their work with the planning and building act in Sweden. In the debate, the separation of living units and working units has been focused upon, in particular. There is, however, little knowledge as to the extent of this separation and how it may have developed over time. The main focus of this paper, lies in the results from a descriptive pilot study of this phenomenon in Greater Stockholm. The period studied begins at the end of an intensive epoch of construction activities, the (un)famous "million homes programme", which represents the peak in the functional division of urban space for the majority of people.

This paper is briefly summarised as follows:

- the economic and institutional driving forces towards spatial division between workplaces and living places in the urban environment during the industrial era and some of the negative externalities with this spatial organisation.
- the changes in the requirements and behaviour among industries, households and individuals in recent decades. Implications for the zoning question and examples of the responses to those changes.

The objects of the empirical study, from one aspect is the definition of residents and the meaning of employed, hence defining two functional categories of urban space by their presence. The spatial objects are census tracts (about 700), with an average size of about 3000 employed and residents. As a generalised measure of spatial division, an entropy index is used. This indicates the mean deviation among tracts from the maximum possible degree of integration between workplaces and living places in the region as a whole. The results show that, despite the quite aggregated spatial level, the deviation from the maximum is about 30 per cent. The level of separation has however declined during the period, but only marginally. Different parts of the region show varying results. Within, the inner city, for example, the spatial separation is more accentuated and has increased over time. A closer examination of the structure in the city as a whole, shows that the shares of more or less pure residential districts have increased while the share of pure industrial districts has decreased.

GOING BACK TO THE FUTURE: THE ECONOMIC DEVELOPMENT OF THE BRITISH WATER INDUSTRY IN THE 19th CENTURY

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In contrast to the main discoveries and commercial innovations of the 19th century, such as gas lighting, electricity, and telephone, water was the original public utility and historically the first urban problem. Although the supply, consumption, use and disposal of water over centuries is a reasonably familiar story, and some aspects of the technological development of the water supply are relatively known, much of the economic and social aspects related to this public utility remains to be better understood.

Moreover, whilst historical methods have been an important tool in documenting mankind's manipulation of water resources, the application of economic analysis in this industry is relatively new, and the construction of links between economics and history to understand its behaviour has barely started. It is also important to mention that the existing secondary literature in economic and social history is very sparse and that no one has written an authoritative economic history of the water supply industry in Britain. This paper examines the main issues considered in the available economic and social history literature connected to the development of the supply of water in general, and in Britain in the 19th century in particular (the issues that closely relate to governmental and legislative activities, due to their dimension and implications, will not be dealt with here). Its main intention is threefold. First, to provide an overview of the history of major waterworks, that is, methods of artificially obtaining a water supply. Second, to suggest to water utilities policy makers and other professionals working in this field, particularly those in developing countries, why the development of British waterworks in the 19th century is an illuminating experience from which one can draw significant lessons to the present. And finally, to give prominence to the main problems that still remain in the literature that explain how those waterworks had developed at that time.

It is divided into four sections. Section 1 very briefly describes facts related to the development of waterworks prior to the 19th century. Section 2 investigates what the literature has to say in relation to the British water industry in the 19th century. Section 3 briefly examines how British investment in public infrastructure such as water supply and sanitation compared to the international experience in the field. And finally, section 4 outlines those aspects of the literature of the water industry in the 19th century which involve unanswered questions.

THE ORDINATION OF THE COMMERCIAL ACTIVITY'S ESTABLISHMENT IN THE TERRITORY OF SPAIN

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In Spain, since the enactment of the "Ley del Suelo" (Urban Planning Act) in 1976, the town planning is conceived as an integral ordination of the territory. Despite that, traditionally, no special attention has been paid to the ordination of the commercial activity's establishment on the territory.

Since few years ago the situation has changed. The physical regulation of the economic activity by the Administration has acquired special significance. The understanding or the perception of the effects, that the location of the commercial activity may have on the territory and in general on the definite territory model, undoubtedly leads the governments to concentrate some efforts to direct it.

Through various instruments, many administrations act in this field of the ordination of the establishment on the territory of the commercial activity.

This issue is analysed from three perspectives, which are: the instruments through which the government develops this ordination, which are the administrations that act in this field and the relations that arise among them as a consequence of it, and finally, a substantive analysis of these ordinations.

Basically, we can state that there are two instruments used by the Administration. On the one hand, a sectorial peculiar regulation for the establishment of large commercial surfaces that touch upon the elaboration of urban planning. On the other hand, we can find a detailed and specific regulation of the commercial activity in a certain and not very wide territorial scope, as it could be a city or even a quarter of it.

In the ordination of the economic activity, the Autonomous Communities and the local government are the administrations that preferably intervene, although one may think that some functions also correspond to the central administration of the State. The scope of each administration's actions are analysed as well as the relations that undoubtedly arise among them.

The third point is to analyse substantively the ordination settled by the Administration. It is essential to study the motivations or justifications of this ordination and the mechanisms of control in order to secure a proper actuation, since they can easily constitute instruments for the control of the market proposed, elaborated or imposed by the actually existing trades. Finally we check the efficacy of this government action.

PLANNING AND ARCHITECTURE : ALLIES OR ENEMIES

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This paper is based upon research carried out in 1992 into the design policies of local authorities in England and into the means by which these policies are conveyed in statutory plans and through supplementary guidance.

The paper traces the long history of dispute in Britain about aesthetic guidance or control and whether it should be exerted through the planning process on a statutory or non statutory basis. This debate has involved considerable controversies between the planning profession and the architectural profession and has been subject to political influence both from central government and upon central government. The paper examines the use of design guides, public participation in the development control process and the broader issue of urban design strategies. The survey included 393 local authorities and elicited information about the attitudes of those authorities, the framework provided by statutory plans and the use and distribution of design guides.

The paper goes on to suggest further areas for research and examines some of the emerging approaches to the subject. This research addresses one of the central areas of interaction between planners and architects. It provides the opportunity to consider the relationships between them and the paper concludes by considering this relationship in terms of the planning process and the nature of design intervention.

RECENT DEVELOPMENT IN ARCHITECTURAL PLANNING PRACTICE: THE CONDITIONS OF THE SOUTH UKRAINE

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Architectural-planning practice is connected with the solution of two main problems. The first one is the regeneration of the central part of the cities of the Southern Ukraine. In present conditions it means the preservation of the historic structure of the buildings, the reconstruction and restoration of buildings, their application mainly for commercial purposes, for food-processing plants, administration and recreation. The second task is the formation of new suburbs, which gradually change from agricultural areas into zones of suburban settlements and recreation.

NEW METHODS OF TEACHING IN CONTEMPORARY URBAN PLANNING

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The radical political and socio-economic changes which have occurred in Poland since 1989, seriously influence the physical development of the country, needs of the society, general planning system, and the approach to studies and teaching methods. To deal properly with most of the problems that have arisen, it seems rational, that the experience of economically developed and technologically advanced countries should be studied and used to an optimal extent.

Polish cities and towns obtained the status of self-governing communities two years ago. At the same time they faced changes in their local economies brought on by important national trends; a new free-market oriented economic and social order was formally announced. Additionally, almost all cities were willing to adopt, in many fields, the emerging information and communication based technologies. All these changes created new problems in Poland. It was centrally governed until the 1990s and not familiar with the newest electronic networks. New rules concerning economic life need a completely revised approach to spatial problems in any town. Private and community land ownership, private enterprises, changes in residential preferences, unemployment, financial strategies, land pricing, etc., have to be introduced into local plans for development. However, how to keep the cities in "good shape" was the problem.

Cities and towns in Poland are looking for urban planners, architects and managers who know how to answer the question. There is a lack of professionals with the required educational background. In Polish circumstances the best way to have such an expert would be: 1. to activate post-graduate studies concerning urban design and physical planning for various professionals who already possess certain work experience both in planning services and in preparing land use and management plans, 2. to start master degree studies in urban planning preparing urban planners for self-governing towns and communities and for planning services. The most numerous teaching staff well prepared to teach urban planning is concentrated in Universities of Technology. Here, faculties of architecture, civil and sanitary engineering, and transportation are situated. In these Universities the following courses can be easily organized: land management, property studies, asset valuation and appraisal, urban policy analysis, marketing, law, investment, finance and many others. These qualifications were not needed within the previous planning system. Now Polish cities cannot work without them.

The group of Urban Design and Planning Centres of the Faculty of Architecture at Warsaw University of Technology would like to introduce to their curricula a subject which could fill the gap mentioned above (i.e. the Economics of Urban Planning).

REORGANISATION OF URBAN FUNCTION AND SOCIO-ECONOMIC DEVELOPMENT IN METROPOLITAN AREAS

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Plans for socio-economic development must take into consideration a complete knowledge of the context to be acted upon.

The territorial organisation, especially in the more technologically advanced areas, is characterized by the presence of metropolitan cities, complex urban systems, which effect the socio-economic development of the territory beyond its own physical limits.

This century has been characterized by the proliferation and the growth of metropolises. Since the industrial revolution, in the more technologically and economically advanced areas, cities have experienced a progressive and uncontrolled growth, with a progressive urbanization of their surrounding agricultural spaces.

The progressive growth and increase of complexity ended up including various urban centres, generating real complex urban systems, defined as "metropolitan areas" and, more recently, as "metropolitan cities".

The metropolitan area today must be considered both as an instrument and model for knowledge and, as an instrument and model for the planning of the socio-economic development of the metropolis itself, and also of its own relative territories.

The aim is, on the one hand, to reorganise the 'metropolitan city', as a complex system, and on the other, to re-establish the territorial balance considered as a system of interrelationships between the different metropolitan cities, for possible socio-economic development.

The proposed methodology has been experimented in the metropolitan area of Naples, testing at the same time the potential advantages of the recent Italian legislation: "142/90," reform bill on local administration.

This bill has changed the powers of local administration, and now recognises 'metropolitan cities' specifying the various components, functions and duties attributed to the new local authorities.

The fundamental principle of this law related to the metropolitan areas is connected to the urban, economic and institutional factors of the specific single areas. The perimeters of the metropolitan areas cannot be defined solely on the basis of criteria of the economy and the efficiency of public services, which are fundamental elements, but also by emphasising the community values which form the basis of the new authority to be founded.

THE COSTS OF URBAN RESTRUCTURING: A CASE STUDY OF LIVERPOOL

Chris COUCH
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This paper considers the nature, costs and consequences of urban decline and restructuring as experienced in Liverpool, an urban agglomeration of 1.5 million people situated in North West England. Over the past thirty years Liverpool has suffered some of the most extreme problems of urban change experienced by any European city. It has suffered not only the decentralisation of population and economic activity which is a common experience amongst major cities but also a severe overall decline in economic activity and consequential loss of population from the whole agglomeration. A recent study for the European Community ranked Liverpool the 102nd worst out of 103 major cities in terms of severity of urban problems.

The paper begins with a description of urban decline and restructuring in Liverpool and then proceeds to discuss the consequences under two broad headings:

- (i) the undersure of social capital, and
- (ii) population imbalance and social problems.

The paper continues with some analysis of past and present policy responses to this decline before concluding with some thoughts about possible new directions for policy intervention.

APPLYING 3-D MODELLING, INTERACTIVE MEDIA AND CONTINGENT VALUATION TO UNDERSTANDING CITYSCAPE FLUX AND ENVIRONMENTAL IMPACT

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University of Portsmouth, UK

The University of Portsmouth is presently undertaking a multi-disciplinary research project whose agenda responds to the Environmental Impact Directive (85/337) of the European Commission. The current findings and developments of this co-operative working initiative are presented here.

In essence the core aim of the project is to explore different means of representing (video, computer rendered perspectives, detailed elevations, etc.), the built environment, and to create many alternative viewpoints (historical, environmental, etc.) from which to address the cityscape. We are becoming increasingly aware of the many professional disciplines that interpret the fabric of the city from alternative viewpoints. By providing a framework in which these multiple viewpoints are identified and then combined, we believe that a more thorough understanding of the environmental, historical and urban structure of the city is possible. For it becomes possible to view an area of the city not only in terms of its historic context, but also in respect to its microclimate, and its relationship with the general infrastructure of the city.

This aim is being accomplished through the practical development of a prototype that is based on our University campus and surrounding urban fabric. This paper reviews the processes involved in creating the prototype and discusses its applicability in facilitating the generation of qualified as well as qualitative evaluations of the existing urban environment and the visual impact of future developments.

TELECOMMUNICATIONS AND PUBLIC POLICY IN A TRADITIONAL INDUSTRIAL REGION: A CASE STUDY OF SOUTH YORKSHIRE, UK

Geoff Vigar CRESR
Sheffield Hallam University, UK

Background

Business networking, and telecommunications in general, are increasingly highlighted as being essential components if a region is to be competitive within and beyond Europe in the 1990s. This has been emphasised in several studies, perhaps most notably in the University of Louvain's study of Traditional Industrial Regions in Europe, and is of particular importance to the more peripheral regions of Europe who do not possess the locational advantages traditional forms of communication provide.

Two studies of communications and industrial change in South Yorkshire have been undertaken by staff of the Centre for Economic and Social Research at Sheffield Hallam University. These have sought in the first instance to examine the use of telecom infrastructure by major firms in the area, and, in the second instance, to examine the scope for public policy in the field of telecommunications. It is this latter issue which forms the basis of the paper.

Objectives

To present how the public sector has, and potentially could, involve itself in opening up access to telecommunication. This approach has three key dimensions which indicate the scope for public policies to influence:

1. the provision of local urban telecommunication and transport infrastructures,
2. the use of this infrastructure by manufacturing companies,
3. the future form of the South Yorkshire area and its function as a competitive location for manufacturing industry.

The paper will outline information gained from: the key providers and regulators of communications infrastructure, local authorities and quasi-public bodies, and local transport planners. It will go on to detail ways in which local policy is reacting to industrial and locational change and conclude by providing a set of guidelines and recommendations for innovative policy based initiatives within the Sheffield region. It is hoped that other traditional industrial regions can learn from the information gained from this study of South Yorkshire and that this will prove useful to planners, and other public policy makers, working in the areas described above.

A MARGINAL APPROACH TO DEVELOPMENT EXACTIONS

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Polytechnic of Milan, Italy

The law "142" that was passed in June 1990 with the purpose of reforming Italian local government and establishing the "metropolitan area" as an autonomous administrative body, has also introduced into national planning regulations the model of the program or development agreement among private and public parties to implement the major urban projects. However, owing to the lack of tradition, in the Italian planning practice, with respect to a negotiated and compensative approach in concerting urban policies such a model may risk sanctioning the law of the strongest, or of the most collusive party, in sharing out the costs and the benefits of the real estate investments.

The proposed paper deals with defining analytical protocols to identify relevant parameters and evaluation procedures to be used in the preliminary inquiry of direct and induced impacts of major development proposals. These protocols could become a verifiable (or at least a justifiable) framework to re-distribute the expenditures financing urban renewal and to promote transparent negotiation even at the stage of building up the organizational network reputed to implement the project or manage its long term impacts.

The focus of the study will be on investigating the "linkage criterion", that is the institutional legitimacy, and the technical verifiability of the relationship between expected profits and

1) burdens charged so as to split the costs for providing infrastructure for the re-development areas, or
2) amount and nature of exactions required to mitigate or compensate the unavoidable negative impacts.

The fiscal procedure is usually proportional as it relates the requested contribution to the supplementary costs specifically generated by the proposal. The paper suggests a marginal approach to the bargain by relating the exactions to the residual carrying capacity of the urban area where the project is located. This should balance the level of developer's monopoly on the local real estate market with the collective costs of preserving urban sustainability.

LOCAL RESPONSE TO DEFENCE SECTOR RE-ADJUSTMENT IN THE UK: A CASE STUDY OF MARKET LED REGIONAL DEVELOPMENT

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Sheffield Hallam University, UK

1. Background. The recent changes in East-West relations have led to major reconsideration's of the scale and scope of defence expenditure. In the UK, expenditure is planned to decline from 5.2 per cent to 3.4 per cent of GDP by 1993. This represents a real cut in defence spending. In 1992 intended expenditure amounted to 24,180 million pounds with about 37 per cent spent on equipment. The procurement of equipment by the Ministry of Defence makes in the UK industry's largest customer. This alone does not convey the full picture of the UK's defence sector which also has considerable international trade in armaments. In 1990/91 the UK defence industry was estimated to have generated 3 billion pounds of exports, making this country one of the world's largest exporters.

However, this set of events is only a further chapter in the evolving and dynamic picture of defence related economies. Employment levels and the commercial performance of defence companies were already under scrutiny before these changes as sectors such as aerospace and shipbuilding matured. The moral and political objectives to be achieved through the redirection of defence budgets and R&D had also been advocated well in advance of the 1990s by peace, Church, trades union groups and development economists.

During the last fifteen years there has also been a considerable growth in UK local state economic development activity, but in the past very little has addressed the defence sector, explicitly or practically. That situation is now changing in the light of:

- the scale of defence expenditure reductions;
- the dominance of a market led national state economic policy;
- the spatial distribution and occasional concentration of defence sector activity.

2. Aims. This paper will seek to evaluate the responses to defence re-adjustment which are being made in specific defence dependent localities. This is based on work being undertaken in CRESR, Sheffield Hallam University, UK.

This evaluation will address:

- the spatial pattern of defence related economic activity, with particular regard to the spatial division of labour associated with emerging modes of capitalist production;
- the scope of national state and European Commission policies towards regional development and market regulation, and how these are applied to the defence sector; and
- the relationship between local responses to defence readjustment, the nature of the defence sector in these localities and the pervading analysis of economic change and modes of intervention.

LOCAL LAND USE PLANS AS A POLICY INSTRUMENT

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The recent revision of the Act of Ordinance on Physical Planning (1965) aimed at a more flexible, responsive use of local land use plans. Developments in practice indicate a positive response. A comparative analysis is needed to check whether the legislator's aims are met and to sort out consequences for future municipal policy.

The revised Act and Ordinance on Physical Planning was introduced in 1985.

In our paper we will first discuss the problems in practice with the 1965 regulations and how the legislator thought to solve these problems. For understanding these problems we also will consider the most important mechanisms of the Dutch planning system. Especially the limiting-imperative character of the building permits will be given attention.

Then we will present the results of a survey of more than 700 local land use plans. In this survey all plans have been checked on over with more than twenty variables.

The most important conclusion is that in practice the most land use plans (around 85 per cent) still can be considered as traditional, not flexible, plans. So the impact of the revised Act of Ordinance is limited. In 1990, five years after the introduction of the changed Act of Ordinance, only 15 per cent of all plans made in that year, were innovative, more flexible and less detailed plans. The material suggests that there is a positive relationship between the extent of the municipality and the percentage innovative plans that's being made. Next to that it proves that the provinces play a definite in the extent to which municipalities are encouraged to experiment with the new possibilities of the land use plans.

Other conclusions and possible explanations will be presented at the congress and in the definitive paper.

CITY CHALLENGE: UNITED KINGDOM'S RESPONSE TO INNER CITY REGENERATION

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This paper examines the City Challenge initiative within the wider context of urban policy and attempts a preliminary evaluation of its contribution within this broad framework.

City Challenge was launched on the 23rd May 1991 by Michael Heseltine, the former Secretary of State for the Environment. Fifteen local authorities - all Labour controlled - were given the opportunity to compete for a share of 75 million pounds per annum over a period of five years. Eleven "pacemaker" authorities were chosen for funding. They were invited by the Department of the Environment to identify one area within their auspices requiring special attention to be regenerated by the ensuing programme. Typically these areas included some of the worst examples of economic, social and environmental deprivation to be found in our inner cities.

A second round of City Challenge was announced on the 18th February 1992 when all 57 urban programmes were invited to submit bids. Twenty programmes in the second round were selected for funding.

Funding for City Challenge is being diverted from 7 existing programmes under the umbrella of "Action for Cities". The initiative aims to secure economic, physical and social regeneration in the selected areas with direct assistance to inner city residents. The principle behind the City Challenge is to progress and learn from previous urban policy initiatives.

It aims to achieve regeneration via a partnership of public, private and community/voluntary sectors. Some would argue that the measure increases central control over urban policy implementation, although increased central/local liaison is crucial to the success of the Challenge.

The analysis of City Challenge focuses on whether partnerships are an effective mechanism to undertake urban regeneration. The theoretical framework for the analysis concentrates on literature concerning the development of public/private partnerships and the nature of central-local government relations. Case study areas are also introduced in an attempt to analyse the policy processes of City challenge.

ASPECTS OF EQUALITY IN DEVELOPMENT PLAN POLICY FORMULATION

Linda DAVIES

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The paper will draw on research which I have recently had published on the subject of "Aspects of Equality in Development Plan Policy Formulation" in Britain. The research and the paper will focus on policies for the disabled and the special needs of women. Looked at from an academic angle it could be referred to as a study of attempting to transfer policy into action.

The paper will focus on the formulation of policy in sixty-nine Unitary Development Plans in England; thirty-three in the London Boroughs and thirty-six in the metropolitan districts, scattered throughout the rest of England.

The Unitary Development Plans are one type of development plan, alongside Structure and Local plans, and provide a single, as opposed to a two, tier local authority approach to planning. The single approach to delivering plans and planning has been in operation since 1986.

Central Government in Britain has only recently encouraged planning authorities to "have regard to social considerations" in their development plans. The Unitary Development plan is at the forefront in incorporating social issues. These new social considerations are likely to influence policy formulation in the new style district wide local plans, soon to emerge.

My paper will review aspects of the newly emerging policies and compare the London Boroughs with the rest of the country, look at the types of policies for the disabled and women's special needs, which often overlap, and finally look at the survival of and changes in policies once central government have scrutinised the plans, before formally adopted in their final form.

A new clause in recent U.K. planning legislation (Section 54A of the Town and Country Planning Act) means that the plan is more important than before and implies a movement towards the more common European zoning plans.

DEVELOPMENT PLANS AND ENVIRONMENTAL ISSUES

Simin DAVOUDI

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This paper examines the ways in which plan preparers have approached the challenge of translating the emerging environmental considerations into workable land use policies and proposals. It draws upon the findings of desk top reviews of some of the recent British District and Unitary Development Plans.

Public awareness of green issues and the need to reduce the use of scarce natural resources has increased markedly in recent years. Britain has now signed up to facilitate "allocation of land to the uses that provide the greatest sustainable benefits and to promote the transition of a sustainable and integrated management of land resources" (Agenda 21, of Earth Summit 1992). Meanwhile, the status of the British Development Plans has been further enhanced by the introduction of the Planning and Compensation Act, 1991. Local Planning authorities are grasping the opportunity to put plans at the centre of decision making over land use. As planning moves to centre stage the most critical new challenge it faces is that of sustainable environment. However, the potential role of land use planning in influencing the use of scarce resources is only slowly being appreciated. It found its way on the Government's advice for the first time in 1992 when a new Planning Policy Guidance Note (PPG 12) was issued. A full section in PPG 12 has been dedicated to "Plans and the Environment" in which the development plans are urged to be "drawn up in such a way as to take environmental considerations comprehensively and consistently into account."

The question remains is how environmental issues should be treated in development plans. National interest groups in Britain are at the forefront of campaigns to include environmental issues more explicitly in plans. PPG 12 recommends that authorities should carry out a basic environmental appraisal. "The outcome of that appraisal should be set out in the explanatory memorandum on reasoned justification for the policies proposed". The analysis of the plans reviewed illustrated that different local authorities have different approaches to inclusion of environmental issues in a plan, ranging from including a vaguely worded "green" chapter in the plan to a formal environmental impact assessment of the plan as a whole. The paper concludes that the most practical approach to handling these issues in plan preparation is to set out the authority's environmental objectives in the strategy section of the plan. Environmental principles should pervade the plan. Then, each topic will refer back to these objectives to ensure that policies and proposals satisfy the environmental test.

CITY IN TRANSITION

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The subject of this abstract is the transition of the Central Business District, (CBD) of Lodz, Poland.

From May 1989, the Polish government implemented a number of laws which started the transformation of Poland to a capitalistic democracy. During the "round table talks" between the Communist Party and Solidarity, it was agreed that people got the right to vote for a multi-party government; a government which had until then only been represented by members of the Communist Party. Also, in 1989 the economic reform plans of Balcerowicz, based on the "shock-theory", were introduced. The main consequences of these plans were:

1. The privatisation of state owned enterprises (including factories)
2. The closure of the economically worst of state owned enterprises (mostly factories)
3. A major decrease in state subsidised activities.

The consequences for the city of Lodz were disastrous; many of the textile factories were closed, causing the unemployment rates to raise to more than 20 per cent. The city of Lodz, which has always depended on light industry (of which some 40 per cent is textile) and which owes its wealth to this kind of activity, will have to find new ways to attract employment into the city.

The main subjects of transformation in the CBD are:

1. The buildings, 2. The land, 3. The secondary sector, 4. The tertiary sector.

The main problems concerning the transition of these subjects are:

1. The legal system in Poland is insufficient to backup policies of the city government
2. The laws concerning privatisation slow this process down
3. The rail and road infrastructure towards and within Lodz is insufficient for its (future) development to a service oriented city
4. There is a lack of entrepreneurs (Polish or foreign) to invest in Lodz.

Because of the problems printed above, the only obvious changes in the CBD are the new shops and other commercial services.

In my opinion, the only possibility for Lodz to stop the down going spiral and attract more employment is to change its function to a more service oriented city. The location of Lodz in Poland offers the chance to develop into a transport centre; the city is located in central Poland, and on the intersection of the lines Berlin-Moscow and Bratislava-Gdansk.

With these highways completed and intersecting Lodz in the north-east, the centre of the city can be developed into a CBD offering a place for the offices of international transport services.

URBANIZATION PROBLEMS IN DEVELOPING METROPOLISES WITHIN THE CONTEXT OF CENTRAL-LOCAL GOVERNMENT RELATIONSHIP

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The twin process of democratization and incorporation into the world economy creates a set of problems for industrializing countries. This process is usually seen as a major factor behind urbanization problems faced by the metropolitan areas.

Democratization process begins at the local governmental level. Yet decisions taken at the central governmental level do not necessarily coincide with local governments' ability of the local support or with the demands and expectations of the local interest groups. As a result in many metropolitan areas policy implementation is subject to overlapping jurisdictions of the centrally appointed administrator and the locally elected official. The implementations of this confusion of authority for the physical space are manifold, ranging from illegal urban development to mislocation of investment funds. The solution lies in giving more power to the local governments in line with a mission for strategic planning that would transcend parochial concerns and encompass a broader regional outlook at the international level.

ART AND ECONOMY OF A LANDSCAPE SYSTEM: THE BASIS FOR A UNITED EUROPE

Marina DIVAKOVA

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Ecological threats of crises, and political de stabilisation are a reflection of pathological processes of nature and society.

It is not possible to build socialism in one country. The idea of this system was based on theory and contradicting laws on the development of nature and society. It is manifested as an erroneous perspective of the world, that was refracting social-political reality, which now gives us the possibility of showing the interaction between all laws on Earth. When we speak about European integration we must think about different laws in different countries, with different levels of social development and different natural conditions.

Now we can see some efforts to build a "West-East society" and we can see that they attempt to pave the way for the stability of development for Eastern countries.

THE IMPACT OF PRIVATIZATION ON LOCAL GOVERNMENTS IN POLAND: WHAT TO DO WITH SOCIAL INFRASTRUCTURE?

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The zeal for privatization in Eastern Europe is acute and projects proceed at a brisk pace. Yet lost in the glare of the spotlights highlighting the successful projects, are some troubling aspects of privatization of the industrial firms. For in many places in Eastern Europe, and certainly in Poland, there is the phenomena of the "company town", where a city is very dependent on the factory for more than just jobs (Regulski, et al. 1983). The factory brought much more to the town: housing, childcare, healthcare clinics, vacation spas, railroad spurs, tram lines, in fact, a significant portion of the locale's social infrastructure. What happens to this infrastructure when the factory is taken into the private sector? Who will buy the housing, daycare, and healthcare? Who will pay to maintain the railroads, tram lines, and ancillary roads? The financing of local self-governments in Poland must deal with these and other problems (Bell 1991; Regulaska 1992; Swianiewica 1992). It will be all the more difficult in light of these questions.

This paper will use four case studies of cities in Poland to describe the current condition of the public-private sector relationships in the era of privatization, and the impact of the industrial privatizations on the local governments. Do they have the resources to assume responsibility for the infrastructure? Do they have the administrative capacity? The paper begins with a discussion of the Polish industrial base in 1992 and then the fiscal and administrative conditions of Polish local governments. The specifics of each of the case studies are then discussed, with particular emphasis placed on the local experience with industrial privatization and what happened to the social infrastructure attached to the privatized firms. The paper concludes with a discussion of the impacts of privatization on the firms and lessons to be learned for future local governments facing the privatization of the factory town.

THE LATEST TENDENCIES IN THE FIELD OF SPATIAL PLANNING TEACHING WITHIN THE ARCHITECTURAL EDUCATION IN POLAND

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The evaluation of recent tendencies in education of spatial planning at technical universities in Poland was accomplished by means of comparison of syllabuses realized on selected faculties of architecture. During last ten years the number of courses connected with spatial planning has increased. This fact is an evidence of appreciation of the role of planners in new socio-economic conditions in the country. Nevertheless only at the Technical University of Wrocław the separate 5 years long file of courses for master degree in Spatial Planning has been functioning for two years.

ELEMENTARY ECOLOGICAL EDUCATION FROM INDIVIDUAL EXPERIENCES TO PLANNING PROCESSES

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Learning processes require target groups for which these processes are intended. How to enter into a more creative way of environmental planning during the studies? How to define human needs and expectations and transform them to land use patterns which harmonise with the natural world and diversity of historical heritage? How to form a heart warming inspiration which seals one's love for nature and which can point out the responsibility for one's own actions?

The short term workshops are based upon the principle of what is happening and the spatial installation introduces the elementary course on environmental planning in the first year of studies. The small study teams define their own goals and solutions within the main theme of the analysis. It is suggested to them that they use the intermedia between music and philosophy, between sculpture and light, and between performance and land-shaping.

While the human environment is composed of various systems and sub-systems, similarly, the space for exhibition is composed of several small spatial units which is prepared by the study teams. However, the total means more than the sum of its parts, and for this reason, it shows very clearly how individual points of view should be linked together by the common theoretical assumptions and patterns.

The exhibitions lead to the comparative analysis, discussions and how the targets are defined. This initial part of the course shows the way to the comprehensive study of the small community (spatial unit) and its connections with the town as a whole. It also develops more understanding in regard to the consequences of environmentally friendly management.

BIOREGIONAL STRATEGIES IN THE BALTIC REGION

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The purpose of the paper is to prove and discuss the possibilities of creating the bioregional approach in regional planning, taking the Baltic Region as an example.

Bioregionalism is a social and intellectual movement caused by growing environmental crises on both the local and global scales. Modern societies are apparently not able to solve it by means of the traditional environmental protection and regional planning.

Bioregionalism is an alternative that proposes:

- a decentralised, self-determined mode of social organisation;
- a culture predicated upon biological integrities and acting in respectful accord;
- and a society which honours and abets the spiritual development of its members.

A bioregional paradigm for practical solutions consists of:

- regional and local scale;
- conservation, stability, self sufficiency and co-operation in economy;
- decentralisation, complementarity and diversity in polity;
- symbiosis, evolution and division in society.

The Baltic Region is a unique place in Europe, where the until quite lately hostile countries have to co-operate closely with one another in order to prevent an ecological collapse of the Baltic Sea. The political and nationalistic tensions may jeopardise such a co-operation on the international level. The inter-regional or even the "inter-local" co-operation, however, offers a promising opportunity for bioregional strategies in regional planning and environmental protection. Some of the already existing organisations and institutions in the Baltic Region, e.g. Coalition Clean Baltic, WWF International Baltic Campaign, and the Union of the Baltic Cities may be considered as the basic elements for alternative bioregional strategies.

ENVIRONMENTALLY SOUND URBAN DEVELOPMENT

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How should we develop our cities and built-up areas in an environmentally sound way?

The Norwegian research project "Environmentally Sound Urban Development" has focused on this problem. One of the main conclusions is that considerable advantages can be achieved with respect to the preservation of the natural environment by concentrating urban growth patterns, localising new buildings to areas where technical encroachments on nature have previously taken place, and by utilising each building site more efficiently. The environmental gains seem to be especially significant if a developmental strategy that reduces transportation distances and avoids developing new areas, is combined with better public transportation and measures that limit automobile traffic. From this conclusion, we can derive the following principles:

- Concentration of encroachments on nature,
- Economising on building sites,
- Restructuring of the transport system.

This means development towards more concentrated and compact cities, implying high building density on urban land. The principle of concentrating encroachments on nature is relevant both on a Master Plan level and on a detailed planning level. By concentrating technical encroachments to limited areas, other areas can be kept intact as relatively untouched natural areas. The total visual impact from an encroachment will in addition, usually be less, if the buildings and other technical installations are more concentrated. Furthermore, development in connection with existing urbanised areas is favourable with respect to the minimisation of transport, (shorter travel time and less fuel consumption).

Concentration must be practised in such a way that it does not jeopardise the individuals' welfare. This can, for instance, be done simply by not building on green and recreational areas such as parks, and open urban spaces such as plazas. Alternatively, density could be allowed to increase in both the already built-up areas, and secondly, the not so built-up areas which are substantially influenced by technical encroachments such as demolition sites, huge parking areas (we do want fewer cars in the city, don't we?), shut down factories and trade premises, (turn former industry and trade sites into housing).

These principles will provide the core of urban development which aims to account for both ecology, (environmental values), social conditions (welfare, everyday organisation) and cultural landscapes, including architecture and townscape.

NEW PERSPECTIVES FOR REGIONAL PLANNING IN ITALY: AN INTEGRATION BETWEEN ENVIRONMENTAL ISSUES AND INFRASTRUCTURAL DEMAND

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This paper focuses upon the importance of using environmental criteria in regional planning, trying not to forget functional and infrastructural values.

The case study is offered by an opportunity of planning cooperation between the Polytechnic of Milan and the Provincia di Mantova, Regione Lombardia. It concerns an area of almost 22,000 hectares, including the historical town of Mantova, some 150 km south east of Milan. The interest of this case lies in both aspects: the importance of Mantova as a settlement, related to an interregional and even international network /referring especially to East European countries/; the relevance of the historical, cultural and environmental resources of this area, which a sustainable development has to preserve and render fruitful. In order to set some planning issues for Mantova and its surroundings, the Milan Polytechnic has promoted a detailed analysis and description of the overall structural framework, including infrastructure and transportation provision, non-urban land use and local planning proposals; natural features and environmental problems are investigated carefully so as to explain the ecological approach to a planning system.

The evaluation of compatibility between large-scale projects and urban and natural environment, the description of alternatives and the mitigation of impacts are the key factors used in this planning approach in order to shape the future of this area and its correct development.

To what extent do the contemporary regional planning studies and practice face these problems and share this methodology? The paper will lastly hint at other Italian experiences involving an ecological approach.

THE PROBLEMS OF AIR POLLUTION IN ALMA-ATA

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Alma-ata is one of the fastest growing towns in Kazakhstan. Today 12 per cent of the entire urban population and nearly 10 per cent of the country's industry is concentrated here.

Motor transport is one of the main sources of urban air pollution, contributing 60 per cent. Motor transport emits a number of different carcinogens, such as lead, carbon aromatic compounds, etc.

After motor transport the next largest source of air pollution is power plants, private fireplaces and central heating. Most of these work on diesel or coal or on mixed fuel, contributing 26 per cent.

Industry emits nearly 90 substances, contributing 11 per cent. Mostly, the substances issue from various clouds of dust (i.e.: tobacco, wool, cement, fur, welding technology, etc.), and petrol, sulphuric oxide, nitric oxide, phosphorous oxide, carbide, various metals, acids, etc.

Apart from these sources, the geographical situation and climatic features of Alma-Ata have the largest effect on urban air pollution. Alma-Ata is situated in the valley between the Zaili Altai and Chu-Ili hogbacks. These hogbacks prevent air-mass circulation; breezes of 2 m/sec are not strong enough for a change of air in the town.

Unfortunately, city planning policy does not take the specific geographical situation of Alma-Ata into account. It has to be stressed that the town is overpopulated and that there is absolutely no logic in the setting up of the building structure, nor does the built environment take air ventilation into account. So today, Alma-Ata has greater air pollution problems than other typical industrial towns within the C.I.S.

The paper draws on information about the present condition of Alma-Ata's air pollution and makes some proposals of land use planning in the face of the changing nature of planning, and as well as considering ecological issues. It raises both conceptual and methodological issues of how land use planning can be made effective in environmental management and how a healthy environment can be restored to the capital of Kazakhstan.

SMALL TOWN REGENERATION: VISION AND DELIVERY

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The aim of this paper is to describe and evaluate the varying approaches to small town regeneration throughout the UK., with a particular emphasis on Northern Ireland. The problem of town centre decay and loss of vibrancy is analysed and the attempted solutions evaluated using a case study approach. Calne in Wiltshire, Thorne in Yorkshire, Wirksworth in Derbyshire for example. The use of central government planning powers in Northern Ireland and the setting up of partnership projects and regeneration trusts is evaluated using a case study approach. Carrickfergus, Armagh, Down Patrick and Coal Island. The approaches within Northern Ireland vary, with for example the Carrickfergus initiative being a partnership project involving central and local government, whilst the Coal Island initiative is strongly community-led and supported by substantial funds from the International Fund For Ireland.

The key criteria for success in small town regeneration will be discussed, based on current commissioned research for the Department of the Environment. These include: appropriate structures, sound funding mechanisms, vision and committed leadership, expertise in marketing and promotional activity, carefully considered phasing of the regeneration initiative, local community involvement from the outset, a commitment to high quality urban design principles and consistent aftercare.

Most such regeneration initiatives are short term, three to five years, and one interesting question is the mechanisms for assessing success or otherwise. Can success be measured purely in terms of value for money, the amount of private sector investment encouraged, improved retail turnover, increased rental and capital values, reduced vacancy levels, increased tourism and so on? Or should emphasis be placed on less quantifiable criteria such as visual and environmental improvements, increased optimism within the local community and traders, a recreated sense of vibrancy and civic pride.

PROGRAMS OF REGIONAL DEVELOPMENT OF THE FREE ECONOMIC ZONE "JANTAR" (KALININGRAD REGION)

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The conditions in Kaliningrad for regional development are rather difficult. Generally speaking, economic problems abound in the whole country, because of the collapse of the Soviet Union and the realisation of market reforms. There are additional difficulties, which include: the geopolitical situation of the region, such as an enclave situation, and isolation from the other parts of Russia. Some of the main inquiries, for regional development in the new situation were recorded in the Resolution: "About urgent measures of socio-economic development of the Kaliningrad district". The initial objectives of the plans are the construction of the essential industrial infrastructure (power, engineering, transport, building), the securing of regional development in new conditions and the attraction of foreign investments. It is very important for the future of the District (Oblast), and its dynamic development, to enter the World market, with expansion of international contracts but also to retain close connections with the other regions of Russia. In the summer of 1991, the Russian Government considered the regional Administration's suggestion and hence decided to create a Free economic Zone "Jantar" on the region territory. Definite benefits and guarantees for foreign investments and stimulation of export production were envisaged. However, the volume of foreign investment and is not high yet. There are more than 200 joint venture companies, but they are small to medium sized and are concentrated in trade and tourism. More than half of them have Polish partners. Scientifically grounded programs of regional development, envisaging the decision of the problem of the Free Economic Zone function, securing of the change of the economic structure and its switch-over to market relations takes on key significance. For solving problems like these, foreign specialists from USA, Germany and Scandinavian countries were enlisted. However, the projects, which were submitted were considered unacceptable, because they significantly failed to account for the local specificity, region and Russia's interest. Now scientific projects are worked out by local specialists and professors from the Kaliningrad University and the Technical Institute with participation of scientists from Moscow, St. Petersburg and foreign experts. To co-ordinate the work, the Scientific Institute of complex research for the region was established. It collaborates with Russian and foreign scientific centres. Programmes of priority areas and branches of development: system of education, transport complex, tourist resorts and recreational complexes, conversion of defence production and also the complex Program of the Free Economic Zone "Jantar" development are compiled there. To guarantee the legal basis of the adoption of self-dependent decisions made by the region in economic and benefit areas, corresponding with the regime of the Free Economic Zone, the Project of Russian Federation Law "Regarding the Status of the Kaliningrad District" and Project of Oblast Regulations are now being prepared.

SPATIAL REFORMING OF OLD INDUSTRIAL AREAS: POLISH AND GERMAN EXPERIENCES

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This report will be a joint contribution of the Silesian Technical University, Department of Design and Theory of Architecture, and the Experimental Workshop of the Dessau Bauhaus. Both research groups are engaged in problems of old industrial areas, one being the Upper Silesian Industrial Region, the other the Middle German Industrial Region.

We will discuss ideas and conceptions concerning perspectives and limits of future development in old industrial areas. Comparable and differing aspects of the general set-up of renewing and restructuring will be described.

Thereafter exemplary projects of renewing of old industrial mining landscape and problems of quarters of a town that are dominated by industry will be presented. We will suggest possible trials for a solution of such regional problems. Another group of projects is dedicated to the question of how to deal with the relationships between municipality and factory. Consequently we will discuss some of these theses on spatial models and planning methods in the process of transformation.

By means of case-studies in Upper Silesia and Middle Germany it can be shown how old industrial towns and regions set their hopes on their few valuable resources of development (social, cultural, economic, spatial, natural) in the exhausting competition of regions and towns in order to attract new economic forces.

In contradiction to this common strategy it is known that only few towns and regions will be successful.

The conclusion from this observation is that transformed and suitable concepts, methods and instruments of planning are necessary in order to save living space and renew cultural and natural environment with modest financial means.

The paper discusses common and different positions and experiences in Poland and the Eastern part of Germany.

IMPROVING CITY LAY-OUT STRUCTURES ON THE BASIS OF TRANSPORT FLOW MOVEMENT LAWS

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The Town Planning and Development Department of the Kharkov Institute of Municipal Economy, carries on research aimed at developing a traffic flow theory as a scientific base for the solution of city transportation and town lay-out problems.

In search of the most efficient methods of improving city lay-out structures, we developed a new direction of the traffic flow theory. The theory states that it treats movement as a continuous change of states. For the first time differential equations have been described in lumped and distributed parameters.

On the basis of the solution of differential equations, there have been determined cause and effect bonds, new meters, the capacity of streets and roads, qualitative and quantitative criteria of lay-out characteristics' estimation, and rational structures of street traffic systems.

Theoretical conclusions have been used in developing a design for the re-construction of the lay-out structure of the Kharkov street traffic system. The historically formed radial structure of the street of a town with the population over 1,6 million, as well as the laws of the transport flow undulatory movement, have been considered.

As a result, a ray-ring structure, has been created comprising three important main roads: main roads of city significance, with a continuous movement of the ring, main roads of a regional significance from which the radial streets of a regional significance spring. The centre, in a planned way, is bordered with the main roads of a city significance with a continuous traffic and the big centre, with the highways.

The cross-roads are laid out at some distance from one another to provide a continuous movement of a transport flow, thereby increasing economy and safety in spite of the high speed of traffic.

To increase the traffic safety in a residential area, the lay-out of its main road and streets have been developed to account for the methods of so-called "calm" traffic and the laws of preservation of the transport flow movement.

A MULTICULTURAL BASIS FOR GRADUATE PLANNING EDUCATION

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Planning is among those professions whose practice has already started being multinational, and is on its way to becoming potentially global. Yet, in some countries, including the United States, attention to the international aspects remains peripheral in many planning degree programs.

This poster presentation will draw upon research which indicated that, during a three year period, nearly two out of every five students matriculating in U.S. graduate planning programs had undergraduate degrees in one of the social sciences. That result provides the basis for the formulation of a refined model of graduate planning education, which may be of interest in those countries not yet preparing planning students for international practice.

One premise here is that the future planning professional needs to be much more clearly multicultural than has been usual in the past. For the purpose here, a multicultural person is one who can function readily, on both personal and professional levels, in two or more cultures. For the majority of people who have grown up in a single culture, multiculturalism must be explicitly learned, through both formal and informal education. It is proposed here that, in higher education systems in which the professional planning degree is, or may be a second degree, the studies toward the first degree be organized so that they provide the student with the opportunity to advance personal multiculturalism.

Here is where education in one of the social sciences, before planning education, comes in. Those disciplines are well suited to provide the essentials of multicultural learning, and to prepare the student for actual multicultural experiences. After this has been completed, the student is ready for a graduate education in planning which builds upon the previous multicultural learning to develop a planner who will be prepared for professional practice in a culture in addition to the native one.

THE CHANGE, EVALUATION AND IDENTITY OF ISTANBUL: A EUROPEAN METROPOLIS

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As a result of a series of complex processes, the metropolis of our country is undergoing a hectic change in becoming more and more effective and thus gaining a very dynamic and accelerated status by taking on new formations and variations of evolution.

These rapid yet continuous changes in the metropolises result in a common outcome, this being, variation.

Aside from the importance of the interaction of changes in technological, political, economic and socio-cultural fields resulting in new variation in these areas, the whole system has an impact on the structure and character of the metropolitan area itself.

In this paper the metropolitan planning process of Istanbul as a European metropolis with its 8 million population will be examined in detail from the demographic, economic, political, physical and social planning perspectives. The subject will be examined in two parts, firstly the process which has been delivered until today, and secondly the existing system.

After illustrating the results and planning confusion in different scales from regional and metropolitan planning up to the architectural details, the identity which has been earned during this formation will be examined.

Identical characteristics and movements will be included, such as:

- business centres
- tourism centres
- squatter areas
- developing areas
- new housing estate areas
- traditional, vernacular city patterns and details
- conservation projects
- new transportation projects.

INTEGRATING ECONOMIC AND ENVIRONMENTAL DEVELOPMENT AT THE LOCAL LEVEL

David GIBBS

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In the 1980s there was a rapid growth in awareness of "green" issues, ranging from concern over global warming to smaller scale issues of the 1990s: how to match green awareness with economic growth and development at the local level. While local administrations have a duty to respond to the increasing amount of environmental legislation from both the European Community and national governments, a number of progressive local administrations have also begun to develop their own "green strategies". To date, green strategies have centred around traditional local environmental concerns - transport, open space, landscape and pollution. A major priority for action in the 1990s is to integrate economic and environmental development at the local level. This requires an examination of the notion of sustainable local economic development and may also necessitate the development of new internal structures. Local level actions must intermesh with regional and national strategies, as well as with European initiatives. Before addressing these issues, however, local administrations must clarify what the concept of a "green local economy" means. It is noteworthy that while being "green" is seen as a good thing for individuals, companies and administrations, there has only recently been any serious attempt to explore what a green economy might look like. The paper explores these issues in greater detail, drawing upon work undertaken in collaboration with the Centre for Local Economic Strategies and with UK and EC local authorities.

ENVIRONMENTAL PROBLEMS IN THE HISTORICAL CENTRE OF THE ISTANBUL METROPOLITAN AREA

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Economic development caused by the consumption of environmental and natural resources caused the differentiation of life and the settlement order of inhabitants of advanced industrial societies, as well as the healthy man and environment relationship which tried to be established starting from the second half of 19th century.

Settlement order, changing division of labour and its organisation and the new order dominated by new communication conditions and techniques, resulted with the uncontrollable change of urban patterns.

Developing countries which are within the process of economic development, industrialisation and role-taking at the international level, are not conscious of their use of the physical-natural environmental use and its pollution. In addition to that, they are also in the process of social and cultural differentiation and are not aware of the historical, cultural, and architectural heritage that should be protected.

As the urban settlements grow towards their immediate environment, a set of problems that are difficult to control and re-evaluate, appear in old urban centres which is the main problem of this paper.

These changes and the environmental pollution which exists in the old urban centre of Istanbul's Metropolitan City will be analysed in this paper. The results of research funded by the Turkish Scientific Technical Research Institution, will be presented together with some planning policies which have been formulated in consideration of environmental issues.

PLANNING FOR THE TELECOMMUNICATIONS-BASED CITY: EXPERIENCE AND PROSPECTS

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Planners and urban commentators across the world are increasingly realising the crucial importance of telecommunications networks and services to the development of the contemporary city. Telecommunications are central to current economic innovation across all sectors; they are vital in allowing the globalisation of economic forces; they are increasingly important to the successful development of urban areas; and they underpin the emergence of international and global networks of interlinked cities. Whilst these general forces are increasingly obvious, we remain unable to unpack the specific impacts of new telecommunications developments on individual cities. It is clear, however, that the current wave of urban restructuring is somehow interwoven with the widening application of new communications technologies, but in complex ways that we understand very poorly.

This realisation brings with it enormous implications for all areas of urban activity and policy, as telecommunications emerge as the central infrastructure facilitating the operation and development of cities across the world. Urban planners in all advanced countries are, as a result, beginning to learn about the complex world of advanced telecommunication. A dialogue is emerging between the urban and technology policy communities. The result is that initiatives are proliferating in which planners are attempting to use the growing capabilities of telecommunications as planning tools for helping to shape the development of cities.

This paper provides an overview of experience to date in developing urban telecommunications initiatives and projects across Europe and the United States. Differing policy issues and styles of intervention in telecommunications are compared and an assessment is made of the successfulness of these new efforts at urban telecommunications planning. This is used as the basis for the development of some lessons for future planning policies in this fast-developing field. The paper concludes by arguing that the prospects for telecommunications emerging as a central vein of innovation within mainstream urban planning are very good, provided that the institutional and policy models are developed which are appropriate to the unique and challenging demands of planning in this new area.

RHINE-DANUBE (TUNA) CHANEL AND THE DESIGN OF THE OLD ISTIYNE DOCKYARD IN THE BOSPHOURS (ISTANBUL)

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The basic foundations of the process of realisation of economical independence are international fecund investments. In our century, national problems can be solved on a global scale. In this concept, the importance of the Rhine-Danube Channel in coordination with the development of new European political trends has been increasing. This investment which is a dimension in the reflection of the process of integration of the world's economic system, includes Istanbul as a part of a developing and changing Europe.

As a result of the regional concept which goes beyond the national boundaries of Europe, Istanbul can also be included in the Rhein-Danube economic zone. Istanbul is a centre which is improving as a southern incoming and outgoing point. Istanbul as a strategic integrational point of the region does not only provide the connection of the international economic structure with the region but also has some new dynamic potential because of the Black Sea Economic Corporation.

In consideration of this regional integration of the physical location of Istanbul, this should be in harmony with the sea front identity of Istanbul. In this respect, the purpose of this paper is to examine the impact of sea transportation which is created by these developments in Europe, to the sea front location of Istanbul which is placed at the incoming and outgoing point of the Black Sea, and to utilize the design of the old Istinye Dockyard once again.

COMPARATIVE PLANNING EXPERIENCES: UK AND CZECH REPUBLIC

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Karel MAIER

Czech Polytechnic, Prague, Czech Republic

This paper undertakes a comparison of past, current and potential future approaches, in the UK and the Czech Republic, to the handling of the interface between public policy for the environment and pressures for land development. The paper explores the intellectual and practical inheritances from the past, particularly the common post-war experience of planning for reconstruction and social/economic development. The study then concentrates on the role of the state in the development process, especially the divergence of "centrally planned" and "market led" economies, contrasting the UK approach of regulation of the environmental impacts of private development with the Czech subservience to politico-economic imperatives; examples are used of the physical, economic and social outcomes in both countries. The paper moves to examine political change in the 1980s and 1990s: the impact of Thatcherism on planning in UK and the impact of the fall of communism in Czechoslovakia, noting the apparent convergence of market forces development and planning approaches. Current trends are for the return of more public policy oriented planning in UK and a potential for a demise of statist planning in the Czech Republic. There is a need for an understanding of roles of state and private enterprise and a need to develop public policy for (i) the protection of urban and rural environments, (ii) moulding the private development process to enhance social objectives and (iii) establishing a legitimate basis for state development projects - within processes subject to democratic dialogue. These processes are exemplified by case studies of recent UK and Czech development conflicts.

WORK AND EMPLOYMENT IN CHANGING AREAS: A COMPARISON OF NOTTINGHAM AND LODZ

Irene HARDILL

Nottingham Trent University, UK

Tadeusz MARSZAL

Lodz University, Poland

Anne E GREEN and W. OWEN

University of Warwick, UK

The paper presents some findings from a study of inefficiencies in the operation of the contrasting labour markets: Nottingham, UK and Lodz, Poland. The two cities are associated with the manufacture of textiles and clothing, and their local economies are currently undergoing radical restructuring, albeit for different reasons. The main focus of attention is a comparison of the changing structure and composition of the workforce of Nottingham and Lodz, and the labour market strategies of employers drawn from each city.

PLANNING AND THE RAILWAY NETWORK

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The aims of the paper are to:

a) Sketch out historical relationships between development of the British railway network and patterns of urban form, b) Examine British post-war relationships between the rationalisation of the railway system and strategic planning policies, c) Consider current policy initiatives which attempt to integrate development with the railway network, d) Draw some conclusions which may be of relevance to others.

a) Railway development in 19th century Britain was left in the hands of the railway companies with the state concerned with safeguarding the rights of landowners and the avoidance of the development of monopolies, therefore there developed no centrally planned railway system with operating franchises being handed out to particular companies.

The network developed to meet the perceived potential for traffic, but also to protect and develop the territories of the companies. The network developed idiosyncrasies because of this lack of overall planning.

Nevertheless, as the primary mover of freight and a significant mover of people on their journeys to work, the railways did come to influence patterns of urban form and the beginnings of an understanding of the relationship between development and the railways can be developed from the pre-1947 era.

b) The introduction of the modern town planning system and nationalisation of the railways both took place in 1947, so was the scene set for fully integrated land use transportation planning? This was not the outcome as the railways tended to be regarded as a closed system, moving traffic which was the product of external forces beyond the influence of railway managers. In addition the railways came to feel the cold draught of ever more fierce competition from road transport, which as a political lobby gained ascendancy. This resulted in drastic rationalisation of the railway network.

The land use planning system was dominated by land owning interests and the development industry, and in terms of transport, with a few notable exceptions such as location of the new towns, the relationship of development to the railway network was largely ignored in the evolving patterns of suburbanisation.

c) The dominance of road transport and the evolution of patterns of development which fuel demand for travel and provide no alternative to road, has led to a transport crisis in Britain. Many solutions are under consideration, but one is to seek to bring about a closer relationship between patterns of development and the railway system.

Examples: Robin Hood Line; Ivanhoe Line; others.

d) Conclusions.

LAND POLICY IN THE UNITED KINGDOM AT THE END OF THE 20th CENTURY

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With the repeal of the Community Land Act in 1980 (and the scrapping of Development Land Tax in 1985), any attempt or pretence at what may be called comprehensive policy for the management of how land markets operate was effectively abandoned.

Since then we have had a range of measures which are undoubtedly land policy and land market initiatives, but they have been individually tailored and directed at different sectors of the economy, at different problems and at different places. This paper examines the extent to which these appear to add up to what may be seen as a consistent and coherent approach to land policy.

It is argued that they do not, and that land policy in the U.K. is best conceived of now as partial, opportunistic and contingent. While this may well fit with notions of what can be done, and with how things should be done in a "post enlightenment", "post modern", age, it severely limits the effectiveness of land use planning.

MADRID-FUENLABRADA: FROM THE MARGINAL TO THE INTEGRATED URBAN PERIPHERY

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The town of Fuenlabrada, in the southern metropolitan fringe of Madrid, is a typical example where a profit-maximising strategy was carried to the extremes in the 1960s and 1970s, by real estate developers. The recent planning strategy consists of the "sewing up" of a numerous and extensive urban interstices, with the aim of decentralising locations and activities (e.g., with the help of the Arroyo Culebro operation). However, at the regional level, a more diffused settlement structure is intended. In this context, the further consolidation of the regional rapid transport system is highly important. Today, the southern metropolitan periphery of Madrid is the "Southeast Asia" of the Region. During the last years, the cities of Fuenlabrada, Mostoles, Getafe, Leganes y Parla are catching up with the rest of the metropolitan periphery. The strong engagement of Fuenlabrada's local government, in the tasks of modernisation and the close co-operation between the city and the regional government, seems to be the key points for a brighter future within the southern metropolitan periphery.

LONDON LEADERLESS 1986-1993

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The paper describes the abolition of London's metropolitan authority, the Greater London Council, in 1986. It explains how the functions of the GLC were portioned between successors, with particular reference to the role of the London Residuary Body, the ghost authority which dismantled and sold off or transferred every function, building, piece of equipment and staff member of the metropolitan council. The paper contrasts the technical efficiency of abolition with the resulting sense of political alienation. London will sooner or later have its democratic leadership restored. We ask what form it might take.

DISCURSIVE DEMOCRACY IN ACTION

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The urbanisation process may be regarded as the outcome of conflicts between the state and civil society. Planning decisions are only mythologically taken according to some abstract notion of the public interest, but are often in reality, subject to influence by powerful actors including politicians, developers, administrators and citizen groups. The question arises of whether justice is achieved in the face of such mobilisation of bias.

It is suggested that justice requires that all persons have the right and opportunity to participate in the deliberation and decision-making of the institutions both to which their actions contribute and which directly affect their actions. Democracy is both an element and a condition of social justice.

This paper seeks to outline an understanding of the concept of democracy and to identify theoretically certain tensions and contradictions which often arise at the interface of state and civil society. An approach to discursive democracy, based on the work of Foucault and Habermas, is then proposed as a praxis to mediate such tensions and is demonstrated in action in the Shire of Swan in Western Australia.

PUBLIC PARTICIPATION IN LOCAL PLANNING: THE CASE OF LANDAS TOWNSHIP IN BERGEN, NORWAY

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Integrated physical, social and economic planning has been advocated as an ideal for regional and local planning in Norway. This is stated in the planning laws, which as well prescribe a greater extent of public participation in the planning process. Public participation is now more needed and urgent than before as the urban sprawl more or less has come to an end. The more important planning projects now take place as renewal or "condensation" in areas of already built environments. On the lowest level of planning, the neighbourhood, an integration of social and physical planning, involving the inhabitants in the planning process, is urgently needed. The aim is to secure that new buildings and other physical encroachments match the local social structures and needs. Different planning methods have been tried out in order to match these requirements, among which the "workbook method" will be presented in this paper. This is elucidated through the presentation of a case, the comprehensive plan for Landas, one of the 12 "townships" or "townparts" in which Bergen municipality is subdivided for some of its local administrative and political decisions.

OWNERSHIP CHANGES IN THE STATE AGRICULTURAL SECTOR AS A FACTOR OF TRANSITION TO A MARKET ECONOMY

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The Polish agriculture, as other national economy sectors, is in a transformation phase of the state property. The first objective of these transformations is a fundamental reduction of the state-owned production means. During the whole time after-war period agriculture has been characterized by a strong private sector (it was a unique situation in all socialist block). In 1991 we have used 27 per cent of total agricultural area, which belongs to the state.

We see following possible ways of the state land property transformations:

- 1) the increase of area of individual farms by the purchase-sale processes, and the land consolidation in next step of the transformations,
- 2) the creation of new individual farms,
- 3) the combination of the two above mentioned ways.

In North Poland we have special conditions, so it is necessary to leave the state-owned farms. For how long?

It is impossible to answer this question now. We can only forecast on the basis of imprecise data.

The authors touch only the forecasting problems and analyse the conflict situations and methods of solving these situations in practice.

PLANNING AND DESIGN ON A MIXED-STRUCTURAL LEVEL

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The Flanders region is situated in the core of urbanised Western Europe. The Flanders urban structure can not be seen apart from the dynamics of urbanised structures on these European scales. The economic integration of Western Europe is a mean factor of this dynamic interaction.

In a paradox of this European integration, a renewed attention to regional identity and development strategy occurs. The central Belgian state is also evolving to a federal structure.

The shape of this political-administrative framework is a momentum to design a planning-policy on a regional scale; the Flemish Structure Plan is the name. The other momentum is the emerging competition between regions in the single European market. Regional positioning is stimulating regional identity policy making.

In this paper, I present a way of designing a planning policy on a regional scale. The core of the design of a physical planning on a regional scale is the spatial-structural design. We can use the name structure-planning on a regional scale.

Key elements are the stimulation of creativity in rethinking and designing the conceptual spatial-structural framework of the region. It's shaping a global and integrated vision that gives directions to regional dynamics. It's giving an integrated framework for lower levels of governmental planning-policy and it's mainly giving and shaping possibilities and potentialities for an action strategy on different levels. It is clear that for regional planning the regional scale is not the exclusivity scale. The design of the planning policy on regional level is perforating through the scale levels, there where strategic action is necessary. I call it a mixed-structural planning.

This planning type is in opposition to the concept of a regional master plan. Mixed-structural planning is guided by two interfering directions: shaping of a regional vision and generating possibilities for action strategies on different scales. The criterium for these actions must be the assembling of the mean options of the spatial-structural framework on regional scale, in these actions, in that way that an action-strategy is the necessary step to guide the regional dynamics.

Nowadays, in European society with growth, but passiveness, citizenship and the re balanced positions of public and private tasks it should be noted, that this kind of design for regional planning can be based on a social and political carrying capacity. It is certainly a valuable way of looking for accepting a really intervening planning.

CITY COMPANY PARTNERSHIPS AND STRATEGIES FOR URBAN CHANGE: A CASE STUDY FROM THE UNITED KINGDOM

Robert IMRIE
University of London, UK

Public-private partnerships between city authorities and private business have become an important part of recent policy programmes for city revitalization. Their proliferation is especially evident in the context of strategies for local economic regeneration, yet there is little understanding of the ways particular public and private agencies interrelate in the formulation and implementation of policy. In this paper, we address the issue of public policy formulation and implementation for the regeneration of cities and consider the various roles played by business interests. In particular, we present original empirical findings from a case study of urban regeneration led by a business-city partnership, a quasi-public body which formulated city revitalization programmes for the city of Cardiff (Wales) through the utilization and propagation of business expertise.

Our paper questions the role, purpose, and efficacy of city revitalization strategies led by an increasingly dominant business sector in the United Kingdom. The paper is divided threefold. First, we document the origins and development of business-city partnerships in the UK. Second, we present a case study of one specific city-business partnership, and we consider its role as a policy formulating mechanism while documenting its partial attention to some of the more protracted and deep-rooted problems of the city. We conclude by discussing the irreconcilable nature of city and business ethics in policies for city regeneration.

STATE REGULATION AND THE PROPERTY DEVELOPMENT INDUSTRY

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A number of authors concur that the Tories prioritization of property-led approaches to city revitalization has been contingent on the evolution and adaptation of new organizational capacities, both within and between local authorities and the private sector development industry (Harding, 1991, Lawless, 1991, Turok, 1992). In particular, Harding (1991) and others have referred to a new organizational and procedural paradigm involved in the regeneration of the British cities, characterized by coalitions between public and private sectors (also, see Bennett and Krebs, 1991). While most authors reject the idea that British public-private partnerships reflect the American growth coalition (partnerships largely driven by the private sector), it is clearly recognised that a combination of forces, including changing practices in the corporate sector, and, the changing financial status of local government, have combined to transform the nature of urban policy making and the wider organizational and procedural mechanisms of property-led regeneration. Yet, as the paper will show, a number of key continuities with the 1960s and 1970s, with the way the state supports land and property development, remain (also, see Healey, 1992).

This paper considers the changing nature of the state's supports for land and property development, and, through the use of case studies, explores some of the main continuities and differences in property development between the 1970s and 1980s. We divide the paper into three. First, we outline the main lineaments of state-property development relations and we develop the argument that the activities of the property industry are highly dependent on key regulatory functions of the state. We then illustrate this general point by comparing two episodes of property development in Cardiff, the city centre redevelopment in the 1970s, and the redevelopment of the docks in the 1980s. We use this material to illustrate the changing face of state-property industry relations. We conclude the paper by discussing what's different about property-led regeneration in the 1990s.

REGIONAL DEVELOPMENT AND CASPIAN LITTORAL ENVIRONMENTAL PROTECTION

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Depending on natural conditions, historical background and economic preconditions there are differences in settlement systems, economic use and state of the natural environment in the littoral regions of the Caspian Sea.

The conformity of natural and climatic conditions had determined the dominant area in population settlement in the Iranian part of the Caspian Sea. Here, more than 45 per cent of the whole population of the Caspian coast is concentrated. We have to point out here that the number of population in littoral regions of Iran is twice as large as the total population settled in the Russian, Kazakh and Turkmen parts of the seaside area. An insufficient amount of study and reclamation of natural resource potential, and the weak development of the construction industry were the main factors for the lack of regional development in this part of Caspian seaside. As well, this is the only way in describing the so called "clean" area of the natural environment of the Iranian coast.

The existing ecological situation in the Apsheron region needs the development of a cardinal solution for the technological transformation of production, and in the first place the oil extracting industry. That's naturally the ecological condition of the environmental influences on the choice of the way that regional development occurs.

There is a line-bundle structure of settlement more characteristic for Azerbaijan littoral and accordingly with this, the infrastructural elements as well. That's why, when it is created, the project of regional development of the littoral regions of Azerbaijan will be created, we have to proceed from special conditions of development of three main centres: Apsheron, Yalama, Len Koran, and the resource potential of areas between them, and changing geopolitical situation in the region resulting from the destruction of the former USSR.

The leisure zones exist only in small areas, despite the very good recreational conditions alongside the whole west coast, from Astrakhan bay to Astara. The future use of these recreational zones depends on ecological conditions of the whole Caspian region.

The extreme natural conditions of the north and east coasts were led to the nidus character of population settlements. Only exploitation of new fields of mineral resources was the reason for the working out of the new projects for regional development. As an example we can point out the north-east coast of the Caspian sea, where the exploitation of the gigantic oil-gas field, Tengiz began.

The fluctuation of the Caspian Sea level demands changes in the parameters of the projects of regional planning of the littoral regions. As a result of these fluctuations, a lot of houses and agricultural fields were hooded.

The detailed investigation of every littoral region may be the basis for creating a unified programme of the Caspian region's development.

BRUSSEL'S NEW PLANNING LEGISLATION: HISTORY, EXPLANATION AND CRITICISM

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Planning in Brussels and Belgium before the federalisation or the politics of nonplanning and expropriation. The organic law on planning (1961).

Brussels Capital Region within federal Belgium.

The new legislation dating July the first, 1991 and effective since July the first, 1992.

The regional plan for development.

The idea of embellishment and/or how to stop city development and "finish" it in five years time.

A continuation of the non-planning and expropriation politics (new version).

**RESTRUCTURING OF THE PERIPHERIES
AT THE CRITICAL MOMENT FOR THE FUTURE
OF THE EUROPEAN AGGLOMERATIONS:
CASE STUDIES**

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Usually the European agglomerations are characterized by urban centres and peripheries. The Centre and the periphery constitute a dual space without integration between the two parts. The quality of life, the exchange level and the social and economic life in general, are more advanced in the centre than in periphery. In fact we use the word "periphery" which stands for decaying space, as a kind of "nobody's earth".

Periphery resources are unexplored. The majority of human interventions have been till now made in the central places.

The politicians and the planners didn't often understand that intervening in the periphery might have also been important as it is to the central places.

However, it happens that in several agglomerations, in metropolitan areas and so on where the resources and potentialities of peripheries have been exploited to pursue the technological development they were guaranteed only by them, at the moment, (also for the favourable environmental conditions). In these cases, peripheries are emerging from the new social and economic order that is delineating the future. The dual space of these agglomerations is becoming an integrated system.

In this paper, a comparison will be discussed between the cases of the European agglomerations where planning has a restructured periphery which yields an integrated space and the cases where this type of politics has not been carried out.

**THE ROLE OF NATURAL SCIENCE
IN PLANNING AND EDUCATION OF SPECIALISTS**

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The necessity of planning on the basis of a comprehensive diagnosis of the existing state results in the incorporation of natural science into the planning process.

Geographers and physiographers were included into the planning teams at the earliest stage. Biologists, phytologists, sociologists and landscape architects were included much later and only occasionally.

The planning practice, as well as local spatial plans, which are subject to the acceptance of local authorities and which later become passed as local laws, utilize only a minor fragment of the available output of the natural science research data.

The above situation is due to:

1. Incompatibility of natural specialists' research instruments with planning needs; there are difficulties with recording natural science output data and with the ability to read them by town-planners and architects.

2. Poor social awareness of ecological issues, both on the part of planning teams that synthesize output data and on the part of authorities that determine methods and strategy of planning.

Our professional experience shows that the proper shaping and reasonable protection of the human environment requires:

1. modification of planning methods

2. education of specialists capable of co-designing spatial plans.

The paper will develop the above ideas and present models as well as principles of education.

ECONOMIC PROBLEMS OF ENVIRONMENTAL PROTECTION IN KOMI REPUBLIC

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Komi Republic is located in the northeastern part of Europe. The main sectors of its industry are: oil, gas, coal extraction, timber cutting, sawmilling, and pulp and paper production.

Komi Republic has a lot of ecological problems: pollutant loaded air; especially in industrial centres, contaminated water, a high rate of forest destruction, derelict landscapes, and net radiation. The ecological situation in Komi Republic is aggravating. The modern ecological problems of our Republic are the consequence of former state policy. The proportion between the state investment for environmental protection and the national income is the same as for the former USSR. The investments constituted only 0.5 per cent of the national income, which was quite inadequate for the real situation. Besides, as a rule, they were not used completely due to the lack of environmental engineering.

There was no special environmental engineering industry in the former USSR. The equipment was made by special order at different plants. The Komi Republic also has a deficit of construction capacities. In the period of 1986-1990, 10 per cent of environmental investments were not used in the Komi Republic.

In March 1992, a new Environmental Law was adopted in Russia. According to it, the economical mechanism must include several systems: of standards, of ecological payments and of ecological funds; the last one should finance environmental programmes. However, the real process of forming the economical mechanism began earlier in 1990.

According to our research, we foresee the lack of income for ecological funds in spite of the high fines for environmental pollution. Profitable enterprises can not reach environmental standards because of obsolete equipment and the lack of environmental engineering. According to the Law, they should pay some fines, but the sum of the fines in many cases, is more than their profit. Moreover, there are a lot of unprofitable enterprises in Komi Republic. For example, in 1990, only 1/3 of the sum of ecological fines was recovered.

We are quite sure that ecological improvement can not be attained without economic improvement and it is impractical, during this deep crisis in the economy. In the near future, the Komi Republic can not be able to realise grand ecological projects. The main issue will be only the softening of our negative influence on the natural environment.

GLOBAL CHANGE, PAN EUROPEAN CHALLENGES, EASTERN PERSPECTIVES AND OPPORTUNITIES: WHERE ARE THE NEW EDUCATIONAL MODELS?

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The transformation in Eastern Europe overlays global transformation. Solutions for sustainable economic and ecological development in Eastern Europe are contradictory. Our traditional perceptual tools are inadequate to the new situation; so, too, are those we use to react to political and economic conflicts. Our cultural structures and their regulatory mechanisms are becoming obsolete.

At the Bauhaus in Dessau, Germany, an experiment for a new education model was conducted in 1992.

THE INFLUENCE OF CULTURE ON AGRICULTURAL PRODUCTIVITY AND QUALITY MANAGEMENT

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Change is not an abstract concept that can be debated in Poland, it is a matter of fact. In visioning where Polish agriculture will be in the year 2000-2010, it is almost impossible not to be influenced by other cultures and history. In the rush to effect change there is a danger that diverse experiences, brought home by those seeking "change tools" outside Poland, will have contradictory objectives when included in strategic planning. However, "benchmarking" other countries agricultural and environmental policies can be used in a "best of breed" approach to developing domestic policy. Choosing a combination of policies that will help Poland achieve its goals requires initial understanding of the objectives and their achievability within a cultural context.

What are, or will be, Poland's cultural attitudes towards productivity and quality? Does the Polish culture exhibit individualism, with strong competitiveness and a commitment to profits and self-preservation (e.g. N. American)? Are they socially inclined towards distribution of wealth rather than individual or private sector financial growth (e.g. Scandinavian)? Do they have national and organizational loyalty that transcends individual interests (e.g. Asian)?

These questions are critical to long term strategic planning for productivity and quality management in both manufacturing and agribusiness. However, employment in the agriculture sector is dispersed and the signals received within agricultural systems are less directed than in manufacturing. Consequently, a national policy that clashes with cultural integrity and provides mixed signals with respect to productivity and quality will be difficult to implement.

Western emphasis has been on growth in agricultural productivity in the 1970s through maximum yield objectives, and in the 1980s in maximum economic yield objectives. Finally, at the beginning of the 1990s we added "sustainable" to these objectives. However, unless production is of the quality needed to meet domestic and global (export) demands there will be an imbalance.

The paper addresses some of the issues of balancing culture with productivity and quality management in agribusiness within the context of the environment. The principles are the same for all countries, but are particularly important to identify at an early stage in progressing towards a market economy.

TOURISM AND SPATIAL PLANNING: A CHALLENGE FOR GEOGRAPHERS

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The article presents the experiences of its authors while they conducted classes in tourist management for students specializing in the geography of tourism at Lodz University. The aim of these classes is to develop the students' skill of formulating ideas for tourist management in various types of geographical space, both natural and anthropogenic. Tourist management is understood here as a process of preparing buildings and harmoniously adjusting natural environmental elements (avoiding devastation) to the needs of tourism, along with developing different ideas of how one can spend their free time in a given area.

The analytical model that is proposed to the students entails preparing full answers to the following questions and problems concerning particular areas which are chosen by the students themselves:

- evaluating the tourist potential (natural advantages, monuments and the cultural legacy, buildings worth presenting, the availability of transport, etc.)
- evaluating the level of investing in tourism (the existing buildings, their standard and the way they are exploited)
- defining a model of tourist exploitation, optimum for the given area (its absorptiveness, ecological safety, preservation of its cultural identity, etc.)
- formulating a strategy of tourist management (who will be visiting the place, what will be the idea for spending free time, what investments should be made and the stages of their realization, what consequences follow the suggested management: ecological, social, economic, cultural, political, etc.).

On the basis of the material that the students acquired for analysis, they worked out their respective areas a "script" of an investment procedure in order to start, to develop or change the tourist management. On the basis of a series of 23 studies made by students, the authors attempted to measure the effectiveness of the tourist management classes. They are intended to, both provide the students with basic knowledge of the subject, and trigger the students' creative attitude to it.

In the authors' opinion, developing the skill for the responsible planning of tourist management gives students of geography extensive practical knowledge, which allows them to apply it in the future and thus professionally create the spatial sphere of tourist supply. At the same time, through programming an offer, it enables expert stimulation of tourist demand.

In a changing Europe, at the turn of the 21st century tourism will be, beyond any doubt, a form of human activity which spatially integrates the continent. Considered from this viewpoint, tourist management requires global thinking and local execution.

LAND POLICY AND PLANNING IN ESTONIA

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Present article is dealing with land policy and planning in Estonia during three different periods. The First Period 1919 - 1939. In October 10, 1919 the Estonian Constituent Assembly adopted a Land Law according to what all estates /lands, buildings, stock/ within the borders of Estonia were expropriated. With the land reform Estonia strived for doing away with the estates majority of what belonged to the Baltic Germans, in order to give them to the local people for establishing farms. This was the main aim of the land reform in 1919. Expropriated lands were planned to transfer into farms. An average size of a farm was during this period 15 - 25 ha.

The Second Period 1940 - 1989. According to the declaration of State Council in July 23, 1940, it was decided that land will belong to the state. It stopped the existence of land as real property and the land was expropriated. The farms were abolished and collective farms were formed instead. Planning was connected with such activity during this period. An average size of a collective farm was 7000 - 8000 ha.

The third period began in 1990. It began with Estonian Ownership Law that was adopted in June, 1990. In this law the formation of private real estate is being fixed. This law is followed by the Basis of Ownership Reform that fixes the restoration of real property. The third legal act bringing land policy into being was Land Reform Law. The aim of the Law was to change the relationship that is based on state real land property into the one that is based mainly on land real property keeping in mind the constituent rights of the owners and the interests of the present land users that are fixed by the law. So in future the planning is connected with land ownership relations and the system of farms is readopted.

SOCIAL DILEMMAS OF TOWN PLANNING

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Town planning is related to a dynamic social and spatial entity in which various needs and interests of the individuals and groups clash against each other. So, this is a very complex process. Now, the planning of towns has become a task even more complicated due to the far reaching changes in social, political and economic systems, especially in regard to the practical application of the principles of free-market policy, the protection of public property guaranteed by the Constitution and the development of local autonomous municipalities with their own policy of town and country planning.

Under these circumstances it has become necessary to verify and update the decisions made previously and change Krakow's Master Plan.

This paper discusses the sociological aspects of updating the project of town planning, taking into account the needs and attitudes of various groups of the inhabitants living under new conditions. In the study, the results of investigations were used which concerned spatial variations in the standards of life in town, the expectations from a habitable environment, and opinions of the representatives of local autonomous municipalities. At the same time, an analysis of the proposals of amendments to the programme of town planning, submitted by the individual citizens and by institutions has revealed considerable divergencies in the visions of a town of the future created by the individual groups.

The main intention of the authors of the project has been to make it a tool for the control of town development and a plane for compromise which is to be reached between the contradictory aspirations.

PLANNING POLICY DURING THE TRANSITION PERIOD IN AZERBAIJAN

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The change of economic conditions over the last number of years which was lead by a global transformation has had an effect on all parts of economic and social life in the Azerbaijan society. Naturally this is preceded by a change in planning policy, especially in the field of ecology. The problem of environmental protection takes precedence in the whole planning policy.

As shown by the historical background of economic development in Azerbaijan, socialist methods of management and planning have lead to global devastation and destruction of the natural environment. In the case of the Apsheron peninsula, we can see the result of planning policy, which was achieving, primarily, the effectiveness of production. Unfortunately, the effectiveness is understood as the reaction of purpose to any mode. The question of negative results of such "effective" production was ignored in planning policy. This approach is common for every independent company, which wants to obtain quick profits regardless of the environment and need for social protection. In the socialist system of planning, this approach was also common, while the strokes of natural environment protection were included in the plan of development. What should be done in this respect? Can the new authority which paves the way to democracy and independence solve this problem? The first steps have illustrated that they have no alternative ways different from the former socialist planning policy. They do not know, neither capitalistic nor other methods of solving this problem. Naturally, the creation of new policy in planning has to have its own new road or approach. A solution can only be found under peaceful conditions.

However, in a state of war, when a large amount of finance is spent on military purposes, and when the system of nation's economy is in a transitional period, the changing of solid socialist planning methods in one, or two, steps is impossible. The economic reforms have to create the appropriate conditions for a painless transformation from the socialist to the capitalist market.

NATURE'S PROTECTING ROLE IN LAND USE PLANNING IN THE REALISATION OF LAND REFORM IN THE UKRAINE

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A high level of agricultural ploughing, a low level of forestation and a high level of pollution is characteristic in the territory of the Ukraine. These factors and the application of intensive technologies result in the deterioration of soil fertility, as well as wind and water which contributes to soil erosion, etc.

Land use planning promotes sanitation of agrolandscapes, and improves ecology due to rational land use. The Chair of Land Organisation Design of the Lviv Agricultural Institute, led by the author of the paper, carries out scientific research work in the Western Ukraine. The Chair offered a model of soil protection from erosion. It includes five blocks:

1. Agrolandscape organisation of territory and estimation of soil and climatic potential.
2. Ecology-economical substantiation of land use production programme.
3. Contour-land improvement organisation of the territory.
4. Organisation of cropping system.
5. Soil-protection technologies of farm crops production.

Each of the blocks has independent mathematical and cartographic based methods and solutions. The overall objectives of both the economic-mathematical models as a whole and of each of the blocks, in particular, are an optimisation of farming and healthy agrolandscape formations.

A series of laws concerning land has been adopted in the Ukraine which have resulted in a change of the juridical items of its use. Land reform creates conditions for the transition of state farming, collective farms and state farms to the various forms of farming, including proprietors (farmers). The formation of farmers' ownership of land within the Soviet village creates conditions for rational land use.

Three stages of land use planning were proposed. At the first stage, general land surveying over the whole territory of the Soviet village is to be carried out. Its aim is land distribution by categories. The second stage includes: a compilation of the prognosis of using farm land for the transition period from the modern system of farmers to the various forms of ownership of land and land uses. At the third stage, a formation of new land ownership and land uses and their technical and juridical preparation is to be completed.

CITY IDENTITY TO CITY MARKETING - PLANNING FOR ECONOMIC DEVELOPMENT: THE CITY OF LODZ

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How can the marketing of a city benefit from urban planning policy? The value of planning lies in the approach of analysis, development of a concept plan and tools for implementation. What are these planning tools and how can they help direct a vision for the City of Lodz?

Urban and regional planning practices and policies can either nourish or hinder economic development potential. In order to plan successful opportunities for development, reduce unemployment and create a foundation for city marketing, a vision must also be supported by citizen consensus as well as politicians.

The historic industrial pattern of development of a century ago has left a vintage of residential and industrial architecture. This development has created a historical, cultural and green space circle within the city. Cultural heritage is vital for citizen and urban identity and can be a basis for commerce and tourism. What urban planning tools and policies should be used?

Lodz is also known for its location directly in the heart of Poland. Its central location without a workable transportation network and policy may never realize its full economic potential; as well as roads, this should include the railroads and airport. A proposed superhighway from Paris to Moscow is planned to be built near Lodz. Market forces naturally tend to favour location as a guiding principle. Could this lead the city on the road to successful economic development or will the regional planning policy create a cancerous growth causing massive suburbanization? Will economic development by-pass the city?

Changes in the political system have brought on new challenges and opportunities in the social, political and economic areas. The new unemployment situation in Lodz, especially in the textile industry, has created an economic vacuum. What are the alternatives for employment?

Following the former methodology of Solidarity, the citizens find themselves resorting to a similar approach in attempting to solve the problems of unemployment and economic hardship. This situation is creating an "us and them" attitude between the citizens and government officials. In order to buffer the antagonism and develop an atmosphere for new social and economic change, new organisations could be formed to assist in creating a vision and economic future. What are they?

This paper will attempt to explore, analyse and propose recommendations concerning these and other issues to create a city marketing vision for the City of Lodz.

RESTRUCTURING TOWNS AND AGGLOMERATIONS: PROBLEMS OF EUROPEAN CULTURE

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The world we live in is getting smaller day by day; which threatens us with cosmic claustrophobia.

This is caused by the development of the means of transportation and as a consequence, a growing accessibility of the world, but also by the spreading of uniformity over modern towns.

It results not only from the rationality of applied solutions, but also from the international spread of architectural and urban doctrines.

This is a problem in the appearance of towns however, mostly a problem of the impoverishment of a culture; in particular, the European culture where variety is one of its greatest values.

For this reason, our main task while renovating towns must be the reconstruction of their identity and originality; which was determined by their history, tradition and local character.

Our main interest should be put on inner city areas (not only historic) which decide about the individual character of a town. These areas are exposed to uniformity just like huge modern housing districts. In Poland like in the other countries of Central and Eastern Europe, they demand additional revalorisation because of the atrophy of activities typical for them, especially during the central - planning economy period.

Efficient rehabilitation of the inner city areas, needs legal protection for areas for a protected townscape. In these areas, special plans describing not only rules of land use, but mainly rules for creating a townscape should be obligatory. Towns' authorities, using special funds, should take care not only of regulating, but also of creating specific scenery in the town.

When the restructuring of European agglomerations is to be considered then, except for the problem of identity, the problem of locality, concerning towns which make up these agglomerations, should be treated as a very important one.

This means that there is the need to reconstruct their self-reliance, separateness and their local character. These towns should have, thereby, maximal self-reliance for all kinds of services and places of work. Their self-governments should have a wide sphere of authorization. The possibilities of regaining towns' rights by formerly existing towns, which lost their rights and were swallowed by big agglomerations, should also be considered.

PROBLEMS OF DEVELOPMENT AND PERSPECTIVES OF PLANNING IN THE KALININGRAD REGION

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The political and economic changes in Russia influence the external industrial relationship in the region and create the conditions for further structural changes within the regional economy. As our practice shows, not only separate establishments but whole branches of production and services can be liquidated during the transitional period. New obstacles arising from inter-republican economic ties, due to the USSR's disintegration, have negative consequences for the development of highly specialized industries. It is difficult to carry out an objective analysis, when the development of the region is having great difficulties because of its disproportions and contradictions typical for Russia today. These are caused by the structural reconstruction efforts, inflation, disintegration of production ties and relations and political instability. Complex and quick economic reconstruction needs great investments, which are practically impossible in the way of obtaining credits because of Russia's large external debts. An accelerated development of joint and foreign ventures in Russia and the other regional territories is more reasonable. Nowadays, these projects are more difficult to realize within the territory of Russia than in the separate regions. The Kaliningrad region has suitable conditions for becoming the region with accelerated priority development. In order to create a powerful industrial potential for the region, it is necessary to find the investors, who are interested in its essential and important geopolitical position and resources. The geographical position of the region suggests close international ties. The fact that the Baltic Sea does not freeze, the close proximity of the highly developed countries, combined with the shortest transport roads into Russia, are all advantages to economic development. Our country has no experience in the creation of free economic zones. This fact, as well as the general economic instability, makes it difficult to realize the theoretical ideas. Nevertheless, some positive steps have been taken. The advantages are the following: preferential customs' duties, advantageous taxes and the free removal of profits. These advantages can be used in order to attract foreign capital, modern technologies for providing economic reconstruction and accelerated development of the region in the interest of the whole country. The industrial complex of the region can be developed with the orientation on either Russian or international markets. It depends on Russian or foreign investments. That's why the ways of economic reconstruction can be different. Each form of development has its positive and negative sides and depends on the general economic policies of the Russian government and its realization in the region. Therefore, this is why, the coordination of work and the directions which the development of states and regions follow are of great importance.

EDUCATION COMMUNICATIVE PLANNING: TOOLS OF THE TRADE AND EXPERIENCES

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Undoubtedly, planning within the East-European democracies, will be confronted with a problem which has been irrelevant within the old systems of fixed procedures and strict hierarchies. It is essential that it should be integrated into the new curricula of planning education programmes.

Apart from physical and technical aspects, the design of procedures for negotiations and mutual learning processes involving divergent and often conflicting interests, will become the planner's task. In Western countries, both practitioner's views as well as the developing demands of planning theories show a continuing tendency towards the increasing importance of "communication" within the planning processes. This forces the planner to develop methods and instruments which help him to describe planning problems in order to make them "communicable".

The "thinking device" developed at our institute*, (ORL - Denkmuster) claims to be a concept which helps planners to build up a communicative framework, which enables communication on planning problems and can be characterised by three of its fundamental assumptions:

(1) Spatial Planning must not be confined to a physical level. Primarily, it deals with the widening and narrowing of the possibilities for human experience and activities within space and time. Therefore descriptions (Darstellungen) of planning problems must use a wider perspective than just a physical one.

(2) Spatial Planning deals with complex socio-technical systems and it has to assume a long-term perspective. Therefore descriptions (Darstellungen) of planning problems have to consider and reflect the incompleteness and uncertainty of information on complex and future matters.

(3) Spatial Planning deals with future human activities within an existing political and administrative system. Therefore descriptions (Darstellungen) of planning problems have to consider the existing instruments and procedures in a way that the proposals fit into the existing planning system and can be used for political decision making.

An application of the above mentioned "ORL- Thinking Device" will be presented by the example of a post-graduate student's project which was carried out in 1992. A comparison between these results and the above mentioned claims of practitioners and theorists show sweeping correspondences as well as (at least some of) the shortcomings of the "ORL - Thinking Device". It turns out to be a fruitful concept for planning education programmes which should be developed further and applied to other universities and other countries.

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ROME: THE MODERNISATION OF A MEDITERRANEAN METROPOLIS

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The city of Rome is one of the Mediterranean agglomerations that has passed through a rapid post-industrial development period. In the first period of industrialization, Rome was consciously left outside of the growth. It had to fulfil the function of an administrative and tertiary centre, as the political and catholic Capitol. In Italy, Rome for a long time has been seen as a bureaucratic city that had now new inputs on its own. In spite of that, after World War II, there has been one of the strongest migrations to the Eternal City, that produced a very difficult housing and occupation situation. The immigrants from the poor South and mountain areas had no possibility of integrating themselves into the city of Rome. The prices for housing in the city were unacceptable, this caused the phenomenon of the so called "abusivismo", the abusive construction of houses and entire quarters in the periphery which led to the growth of the extended city of Rome like a spot of oil, "a macchia d' olio" as the Romans say.

About 800,000 of the actual 3 million inhabitants of Rome settled in an illegal way. The municipality ignored the problem, due to inability or opportunity. This fact had consequences upon the discussion on the inefficiency of public planning and liability of the planning instruments to be implemented.

The IRPUD, at the University of Dortmund, together with the Chair of Geographic Bases of Planning, studied for three years, the urban development of Rome taking into account especially the precarious relationship between the centre and the periphery.

One of the main theses is the inequality of participation in the urban life for the inhabitants of the periphery. The post-industrial tertiary development showed that the originally isolated and disadvantaged quarters of the extreme periphery now had the better chances and characteristics for the needs of the new booming industries. The self-regulated structure of the illegal, or better informal settlements, now became the precondition, or at least an advantage, for the new activities:

- The role of public and private planning, legally or illegally,
- the relationship between centre and periphery in a transforming agglomeration,
- the crisis of implementation of instruments which are inadequate to modern tendencies and therefore,
- The new challenges of town planning are in the centre of our attention. A Mediterranean metropolis like Rome, that has to deal at the same time with an interior social and economic modernisation and with the new pressure by the immigration provided now from North Africa, has to develop a new interpretation and new solutions for the territory's visible problems.

THE NEW TENDENCIES IN TRANSNATIONAL REGIONALISM

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This paper will approach such issues as:
Poland's new transregional policy proposals in Eastern Europe.
Their factors of transnational proposals in regional policy.
The limitation of regional policies in Eastern European countries,
"active" factors and "natural" factors.
The new proposals of transnational regional policy and planning in Eastern Europe.

- a) The "Green Lungs" of Eastern Europe,
- b) The Carpatian Mountains Region,
- c) The Baltic countries transnational plans,
- d) The Polish and German border region,
- e) The international regions proposal.

This paper will also include such issues as:
The new organisational forms of regional planning policy.
State's regional planning and the new transnational planning forms.
The future of transregional regional planning.

POPULATION ARRANGEMENT AND CITY PLANNING IN THE PENZA DISTRICT

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The question under investigation is population arrangement in The Penza District. Research work is based on data coming from long term scientific studies which describe the correlation between permanent residence and place of employment, migration related to transport progress, and the effect of these on city planning. In the conclusion there are suggestions for the district's authority regarding city planning policy.

SYNERGETIC PLANNING: A TOOL FOR TRANSFORMING SOCIETY

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Synergetics, an interdisciplinary field of research, is concerned with the mechanism of joint action of many subsystems, when they produce a new structure and function on a macroscopic scale. It aims to analyze how order gives way to chaos, order is discovered within chaos, and order is again created out of chaos. The method used by synergetics is to identify "slow" and "fast" variables and define the relationship between them.

Planning itself is part of the synergetic process of self-organization in human society. Synergetic planning is a background-changing planning. It consists of two parts. One is linear planning - design of operation system, which reflects the smooth change in human society. The other is nonlinear planning - forecast and intervention of structure or framework change, which reflects the catastrophic change in human society.

Transforming societies such as exist at present China and Eastern Europe are characterized by two levels of change taking place simultaneously. At the superficial level, it is the increase in demands of interest groups, e.g. for more housing, better environment, and higher living standards. At the more basic level, it is the change of structure of interest groups, e.g. reform of social and economic institutions. Under this situation, static plans always fail to be realized because they cannot deal with the change of yardsticks. A rolling plan easily loses its meaning for it only follows the change but cannot pursue the trend. Other dynamic plans, although emphasise the change, still can not settle the problems resulting from the connection of two states. Synergetic planning is born for the transforming society.

Synergetic planning is research and development intensive. Firstly, it establishes the action system based on demand theory and corresponding principle. Secondly, it sets up developmental system based on dissipative theory and slaving principle. In this way, reservoir of factors, catastrophic chaos, and deterministic processes are brought together by synergetic planning.

HERITAGE, PLANNING AND THE NEW EUROPE

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This paper argues the case for heritage planning in the new Europe. Europe can no longer be seen parochially as the few countries making up the European Economic Community. Other countries are seeking formal admission into this economic body, in particular following the break-up of the Eastern Europe block and the communist socio-economic system. The concept of Europe must, now, be seen as continent-wide.

In such a community, with much greater prospects of closer integration in economic, social and physical terms between formerly very separate countries, the concept of "nationalism" is becoming eroded. Instead, a Europe-wide sense of belonging, a form of "supra-nationalism", is being proposed, both implicitly and explicitly.

This paper argues the case for the use of national heritage, principally as formed in the build environment, in the formulation of such Europe-wide sense of belonging. National heritages have been widely manipulated in the past to serve nationalist purposes, and the long history of Europe has led to a heritage characterized by conflicts: war, oppression, persecution, even genocide. Yet for purposes of integration planners and economic development authorities are marketing heritage. Which heritage, and whose, are important questions. Any heritage planning is an overtly political action; but it is suggested that, rather than manufacturing anew, a trans-European heritage, which would be patently artificial and superficial, a trans-national regional heritage should be built up. Europe has many heritages; they are often very local; and they should be used to the best advantage in the changing socio-political climate of the next two decades.

HOUSING POLICY AND MANAGEMENT IN URBAN AREAS: PAST AND FUTURE

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From the social point of view, the problem of a "shelter" as the primary need of human existence has always existed. However, in the real sense the more organized activity in this area appeared in the 19th century, but not before the 1950s or so of this century; the housing problem has become the subject of academic attention, which was a result of the initiation of a new tendency in the research on urban development after the Second World War.

Clear housing policy in the British legislation and abundance of literature on the subject inclined us to adopt the basis of this policy as the starting point to formulate the general concept of the proposed housing policy. The main aspects of this policy are: permanent investigation of the way to solve growing problems of housing needs, associated with permanent control of those needs, development of building industry, management improvement and tendency to treat the dwelling as "personal ownership" (ca 65% of families are living now in owned dwellings).

Financial policy underwent the evolution too, caused by different housing activities, which might be preferred in Polish condition.

In Poland after the First World War there was a sensible housing policy both on a local and national scale. Worth mentioning is the 1922 Act On Towns Development replaced by the decree of the President of the Polish Republic, and amended 1934.

The prewar policy concerning the cooperative housing revived after the Second World War, but very soon it was abandoned and replaced.

Now we are facing a dilemma to formulate a new housing policy, what with confrontation of financial difficulties is a serious task, and requires plenty of knowledge and management competence.

Here belongs: elaboration of a new financing system, for private owned and tenants dwellings; creation of institutions for financing the construction, the limitation of allocation, the reassessment of existing rents system, the introducing of new housing policy based on "right to shelter" (tenants' charter); administrative and juridical reform directed to broader self-dependence of local government of primary level (gmina) and housing associations, the necessity to modernize and economize construction technology.

Finally it should be mentioned that new housing policy has to find a place in the process of professional education, to secure possibility to carry out this policy into the practice, what will influence the academic education, too.

INTRA-URBAN IMPLICATIONS OF NEW LIGHT RAILWAYS

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Until the last few years, the United Kingdom had seen little in the way of extensive new investment in intra-urban light railway system. In the last few years however, a number of cities have secured investment to implement new projects. In 1993 part of Sheffield's new "Supertram" will open. This is initially intended to link together the retail core of the city, high density residential zones, a major retail development on the edge of the city, and a heavily industrialised area. In 1992 the Centre for Regional Economic and Social Research at Sheffield Hallam University obtained two research contracts to assess the longer term implications of the project. This paper will address some of the methodological issues raised by, and provide early results in relation to, a number of themes:

- (i) the impact of Supertram on planning and projects in the city;
- (ii) the effect of new investment in the light railway on businesses in Sheffield;
- (iii) the effect of Supertram on household mobility patterns.

CULTURAL INDUSTRIES AND QUARTERS AS LOCAL ECONOMIC DEVELOPMENT STRATEGY: THE CASE OF REGIONAL CITIES IN THE UK

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During the 1980s, many industrial cities in the UK embarked upon developing and implementing strategies which identified cultural industries (usually defined as encompassing design, audio-visual, media, heritage and arts related activities) as a growth sector with significant potential for local economic development. This identification in itself is not particularly new as cities have always been major arenas for cultural production and consumption. What is perhaps new is the belief held in certain quarters that this traditional function of cities can form part of vital strategy for urban survival. Central to this approach is the belief that the integration of cultural activities into a widely based revitalisation project can provide the catalyst for physical and environmental improvement, attract tourists and capital investment, enhance a city's image, improve the quality of urban life and encourage the growth of new industries.

From this perspective, culture is commodified as a product to be consumed and produced together with other goods and services in the market place. In the line with this thinking, city councils have sought to promote industries involved in the production of cultural commodities as a distinct functional and spatial entity, in the hope that they will create a critical mass of geographically clustered industries with extensive forward and backward linkages throughout the local economy. Such strategies have in the main been based on ideas drawn from neo-classical Marshallian models of agglomeration economies and more recent work on flexible specialisation, which examines the emergence of industrial districts characterised by spatially concentrated networks of locally linked small to medium sized firms often using shared specialised services and flexible production techniques.

Taking Birmingham as the main case study (but also using examples from other UK cities such as Glasgow, Manchester, Newcastle and Sheffield) this paper provides an overview of the development of urban cultural industries strategies, the problems involved in defining the sector and its basic functional and spatial characteristics. Based upon a micro-level survey of the forward and backward linkages formed by cultural industries located in Birmingham, the paper will also examine the suitability of using either neo-classical Marshallian models of agglomeration or the flexible specialisation hypothesis as a theoretical base for the generation of local economic development strategies.

THE ENVIRONMENTAL EFFECTS OF ROAD BUILDING MATERIALS

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The objective of this study is to increase the knowledge concerning different road building materials. Can they be harmful to the environment? Can components leak out? If so, how fast and how much? In this paper, materials (e.g. blast furnace slag and asphalt) are carefully analysed and characterized in the laboratory. Different leaking test methods have been used to evaluate leaching characteristics of the materials.

A road mainly consists of stone material. A part of the stone material is sometimes replaced by slags and other residual products. The roadbase can be stabilised with cement or bitumen. The wearing course is composed of gravel, cement or a bituminous surfacing (asphalt). The properties of a bitumen mixture can be changed by the choice of the bitumen type or by additives, such as polymers, adhesives and cement.

Lack of natural materials for road building is not a difficult problem in Sweden as yet. However, increasing amounts of waste materials must be carefully examined before being put in the roads (e.g. coal combustion ashes). Blast furnace slag (from ironworks) has illustrated favourable properties for road building, and has been in use for many years. The material seems to be chemically stable and no remarkable values of metals leaking from the material have been observed in the laboratory test. What is noteworthy, is the slag's concentration of sulphur: a substance which can be harmful to the environment and can cause acidification. It was shown that sulphur can leak out of the material. Swedish blast furnace slag, where the content of sulphur is no more than 1.5 % by weight, and only a fraction of it can leak from the material.

Asphalt has been used on roads for a long period unquestionably. Studies have been made considering the health risks for road workers but as yet, environmental effects have not been thoroughly considered. The development on bitumen mixes involves usage of new chemicals and synthetic additives.

The knowledge on environmental effects of road building materials is limited. When designing and locating roads, the environmental impact should be considered. In Sweden, as in many other countries, EIA (Environmental Impact Assessment?) has been included in the Road Act. Furthermore, EIA documents for road projects have to be approved by the County Administrative Boards and for larger projects government approval is required.

THE APPROACH TO EDUCATION IN ECOLOGY IN NOVGOROD AND THE NOVGOROD REGION

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Novgorod is one of the most ancient cities. It is over a thousand years old. Its foundation goes back to 859. The ancient cathedrals of Novgorod with their frescoes and icons are the subject of pilgrimages. Novgorod was the first city in Russia where the Republican state system was established. During its long history, for quite some time, it lived through ups and downs in economics, politics and the culture of art.

Novgorod is situated on the way between St. Petersburg and Moscow. It was founded on the two banks of the Volkov River, not far from Ilmen Lake.

The main ecological problems of Novgorod and its region are: - quality of the drinking water, - air pollution from automobiles, - quality of the food, - soil condition of arable land (the problem of pesticides and heavy metals), - radiological aspects.

What is of greatest importance now, is the ecological education of the population and, in the first place, the children who will have to live in this formed environment and try not only to preserve it, but by all means to improve it in order to survive in future.

What educational possibilities and resources does the Novgorod region possess?

First of all, there is the system of comprehensive schools which are subordinated to the city and regional committees for people's education. In the midst of this system, there are approaches currently forming which are involving children into ecological education. Regrettably, there are no real ecological programs included in the school's curriculum. It is intended to be included, although, it will not be easy. There are a few schools where the interest in ecological knowledge is maintained by the enthusiasm of the teachers who blindly work without any methodical support.

The main level of ecological education is located in the higher educational institutions of the city, which are the Polytechnic, Pedagogical and Agricultural Institutes. Ecological courses with lectures are included in the curriculum and are run by highly qualified specialists. There were exchanges of students, for instance from the Polytechnic Institute, with institutes and universities abroad where students studied and received their technological practice.

The idea is to create not only a purely regional educational centre of ecology, but an international centre, and to be more exact, a European centre where the work of many European countries may take part. This could be a centre provided with special literature, well equipped and working with the aim of both educating and monitoring of the environment. Maybe it's just a dream, but it would be so great to make it real.

In conclusion, it should be stressed that Novgorodians are eager to see their city as a cultural, historic and tourist centre, and they are aware of the fact that they should solve ecological problems as well as other problems on the way toward this goal. In order to solve them, it is also necessary to learn as much as possible in order to join the commonwealth of European countries in a civilized way.

COMPUTER MODELS IN TOWN PLANNING TEACHING

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It was Tadeusz Zipser who used computer in spatial planning for the first time in Poland. In the sixties he wrote some transportation programs for ICL's computer Elliott-803. During many years in his research group the theoretical basis of the models based on the intervening opportunities idea has been built and many types of models have been created, improved and implemented to solve problems on land, regional and agglomeration level.

Fifteen years ago it was decided to use computer models in town planning teaching in Faculty of Architecture of Technical University of Wrocław. Two groups of models have been taken into consideration:

- allocation models (optimization of distribution of a number of functions in a town) and
- models supporting transportation network design.

The experience gained by staff teaching the subject during many years seems to offer some practical suggestions, especially when the separate file of planning education allows now to assign more time to the formalised tools of decision making.

ECOLOGICAL BARRIER, SPATIAL POLICY, RECYCLING AND ECONOMIC GROWTH

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The conservation and restoration of the natural environment ought not be simply reduced to the passive protection of this environment, neither left to the haphazard manifestations and pressures of massive existential apprehensions. An active attitude is necessary, the conservation of the natural environment being a factor of maintenance or even increase in the growth potential, than the one lessening the latter. As many efforts as possible should be devoted to self-financing of that conservation. The main way to assure this, ever known but only marginally taken into account until recently, has been recycling; a great number of historical and contemporary cases provide ample proof of this conviction.

Recycling problem is being examined from the point of view of proportions and interactions of the economic growth factors, i.e. allocation of resources, micro- and macro-economic efficiency, production and consumption patterns, technological change, spatial economy and patterns of spatial policy and planning. Spatial economy, policies and planning are discussed against the background of domestic and continental (European) regionalization. Since the paper is putting to the force a thesis that under certain conditions the ecological barrier is surmountable, concomitant to this is critical appraisal of the IBRD "World Report 1992".

**ENVIRONMENTAL PLANNING AND DESIGN:
A GENERAL MASTER OF SCIENCE IN ENGINEERING
EDUCATION WITH CONSIDERABLE KNOWLEDGE
IN ECOLOGY**

Glenn LUNDBORG and Caroline FJELLSTROM
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At the University of Technology in Lulea, Sweden, there has been a Master of Science educational program in Environmental Planning and Design for 15 years.

This M. of Sc. education is similar to a M. Sc. in Civil Engineering where some of the courses, as Structural Eng., Construction Eng. and so on have been replaced by such courses as Ecology, Waste Engineering and Recycling, Air Pollution Control Eng. and so on. The aim of this university education is to prepare M. of Sc. students to deal with tasks as:

- comprehensive and regional planning of different community activities;
- planning and maintenance of municipal systems;
- planning for use of the natural resources; land and water;
- planning, construction and maintenance of municipal systems to prevent environmental pollution;
- preservation of natural resources and energy within industrial and municipal activities;

During the first year of their education, the students study compulsory subjects as Mathematics, Physics, Chemistry and so on.

During their second year they study natural science subjects as Geology, Water Chemistry, Ecology and environmental protection and so on.

During their third year the students choose their specialisation. The specialisations in 1992 are Environmental Engineering and Environmental Planning and Design. From 1993 there will be two more specialisations, Geographic Information Technology and Soil and Water Chemistry.

During their fourth year, in the spring and the summer thereafter, the students make a seven months long period of trainee work.

**THE ROLE OF THE VOLUNTARY SECTOR
IN THE URBAN REGENERATION OF GLASGOW:
LESSONS FOR EUROPE?**

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During the past 20 years, the City of Glasgow has experienced a major revival and much of the credit for the success achieved must be taken by the voluntary sector. By the "voluntary sector" I mean the community based housing associations, housing cooperatives and community businesses which have blossomed since the mid 1970s.

The story begins with the passing of the 1974 Housing Act which gave birth to the Housing Association movement. In 1976 the first Tenant Management Cooperative was established at Summerston in Glasgow. Since then the voluntary sector has blossomed and now there are about 60 Housing Associations and Cooperatives in Glasgow. Together they have been responsible for providing new or modernised housing for more than 15,000 Glasgow families.

The benefits of voluntary sector involvement are many and various. Local involvement and community control really mean that problems can be dealt with close to home. Speedier repairs and better quality workmanship are perhaps rather obvious benefits, but there are also economic benefits to local firms in creating a demand for their services such as plumbing and joinery. Some Housing Associations have seen opportunities for diversification by establishing community businesses which provide much needed employment in the area.

The Glasgow experience is not unique within Britain, but the scale of Glasgow's regeneration has exceeded all expectations and, as such, can be seen as bringing together the best features of capitalist economics and "socialist" cooperation in a public/private partnership.

In Eastern and Western Europe the economic systems are under severe threat and in danger of collapsing. The communist system has been discredited but, unfortunately, capitalism (or at least 'market economics') doesn't work either. We need to find a third way.

My paper will argue that the flowering of the voluntary sector in Glasgow as part of the great European renaissance which has seen the explosion of environmental awareness in Western Europe and the revolutionary developments in eastern Europe. The lessons for planning are far-reaching. The success of Glasgow's voluntary sector demonstrates the limitations of paternalistic government. Don't wait for the government to act - do it yourselves!

PLANNING EDUCATION IN EAST-CENTRAL EUROPE: CZECH CASE, STRATEGIES FOR THE FUTURE

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After years in a strait-jacket of central state planning, Czech planning is taking its first steps towards the free market and democracy. At the same time, local governments have learnt their first lessons in making decisions on their own and being responsible for them. From 1993, municipalities will begin the collection of their own taxes and hence, will be reliant upon them as their main source of revenue.

What should model future planners be taught in this turbulent period? Which model of planning education is worth adopting and how should planning programmes be organised? Where can the appropriate information and people be found?

The paper seeks solution in both the contexts of an overall approach to education but focusing upon environmental education in particular. Planning itself is searching for its position within the framework of environmental issues and public administration, and also formally, in government organisational structures. Both the educational conception and the role and position of planning are in transition and, consequently, most legislation concerning planning is transitory. It is argued that instead of a search for an ideal solution, an incremental approach may be a viable alternative in establishing education in planning.

The Czech Republic is one of the smallest countries in East-Central Europe, which brings a limited choice of educational programmes; similar problems are likely to exist in the larger countries of this region as well. The nation-states in this part of Europe should take this opportunity to discuss and share their experiences. The question that remains is whether existing barriers for contacts and exchange are overcome in the future, will universities in the region co-operate or compete.

THE PROBLEMS OF SETTLEMENT SYSTEMS MODELLING IN POST-COMMUNIST COUNTRIES IN THE PERIOD OF TRANSITION INTO A MARKET ECONOMY

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The new outlook at the evolution of the town settlement systems is indispensable in the present period during the radical socio-economic transformation of East European countries. One should abandon the idea of "economic determinism", considering settlement development as the result of definite progress in production technology and appropriate changes in the arrangement of productive potential. Thus other procedures come to the fore being important tools of modelling, such as concepts of self-organizing and structural changes in settlement systems, which enables us to describe historical processes of development along with regard to the influence of social factor changes and civilizational advances following the transition from an industrial society to an informational one.

The starting point, in consideration of this thesis is that the character of social factors of a given settlement system (town, village) should be taken into account to a greater degree while modelling the settlement systems in former communist countries. Therefore, the procedure of settlement systems modelling should comprise the following elements: 1. modelling the evolution of the settlement system, including use of growth models, self-organizing and non-continuous changes (theory of catastrophes) and 2. modelling of a qualitative character, assuming the necessity of normative structure changes; being valid in a local or regional community. The difference between two aspects (kinds) of modelling results from the dissimilarity of objects being submitted to the procedure of modelling.

The variability in the material-technical sphere of the settlement system is the result of the occurrence of definite laws, which determine the way these systems function, whereas social order is a consequence of the existence of certain social norms and rules of a great psycho-social inertia. The concept of the present study is based upon an interpretation of inseparable bonds of both elements.

Realization of modelling problems concerns town of Chelmno (Torun province). The range of considering problems of a socio-economic development of the town comprises: 1. modelling the economic growth of the town system on the ground of economic base models, 2. modelling an evolution of the town system on the base of self-regulation and self-organizing models and 3. analysis of innovational potential and innovation attitudes of a given local community.

THE THERAPEUTIC EFFECT OF PECTIN ON THE LEUKOPOIESIS FOLLOWING IRRADIATION

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Investigation dates back to the Autumn of 1986, that is the period following the Chernobyl disaster. The objective was to test the effectiveness of pectin peroral administration in experimental radiation damage of rats.

The positive effect of pectin's in hyperlipoidemia and hypercholesterinemia has been reported on the basis of experimental and clinical data (Ginter et al., 1983). Large molecular weight and viscosity are suspected to play an important role in the manifestation of their cholesterol-decreasing effect (Ebihara, Kirijama, 1979).

White mongrel rats (b/w. - 150-180 g) were used in the experiments. "Rocus M" device was used for the irradiation of animals with unfettered rays. Dry apple pectin was mixed with groats and given daily after irradiation procedure, the dosage composing 10 per cent of the daily ration. The severity of radiation sickness was judged by the leukocyte content in blood and the mortality of animals.

It was found out that for 2 weeks after irradiation 400 R, the number of leukocytes was considerably higher in rats that had been fed on pectin's. They all survived, whereas the mortality rate among controls was 10 per cent. Another 1.5 experimental month has proved the normalising effect of pectin on leukopoiesis, irradiation dose being the same. The increase of the dose up to 650 R has eliminated the therapeutic effect of pectin.

The obtained results may suggest the use of pectin's in the complex therapy of the radiation sickness in medium irradiation doses.

PLANNING FOR THE STRATEGIC ECONOMIC DEVELOPMENT OF LODZ: CONCEPTS, PROBLEMS AND A FUTURE VISION OF THE CITY

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In 1991 the research team from the Department of Urban Economics submitted an offer to elaborate a strategy for the City's economic development. It was our initial assumption to begin with the continuous process of planning oriented at local economic development in the new conditions of the market economy.

While adopting the concept of strategic planning for local development, the main instrument for determining the directions of economic development was a commonly known method, known as the SWOT analysis (Strengths, Weaknesses, Opportunities and Threats).

Our method assumed a permanent participation of representatives from different professional milieus and groups of entrepreneurs in the formulation of the strategy and in analysing strengths and weaknesses of the local economy.

The procedure for elaborating a development strategy was divided into several stages. In each completed stage, there was consultation with the above mentioned persons and organisations. Stage "one" consisted in determining potentialities, opportunities, weaknesses and threats that exist in this city on the basis of statistical data, information and judgements, sometimes subjective, and collected from persons and institutions operating in Lodz.

Stage "two" involved determining the strategic goals of the city's economic development, where consultation was done as before.

Stage "three" allowed the preparation of a final document containing a description of strategic goals, ways of attaining them, and commendations regarding actions to be undertaken by the city authorities in a short and long term basis in relation to the city's internal and external systems.

The presented paper includes a description of socio-economic and political circumstances that influence the development of Lodz. The paper also presents a vision of the city in terms of globalization and ongoing economic processes and incorporating Poland into a world-wide system of international co-operation and competition. Special focus was given to identifying social and institutional barriers which determine and influence the success of achieving adopted objectives.

REGIONAL ECONOMIC DEVELOPMENT AND UTILITY NETWORKS

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This paper examines the relationship between regional economic development issues and utility networks in the Northern region of the United Kingdom. Over the last decade the telecommunications, gas, electricity, water and waste networks have been subject to a round of liberalisation and privatisation. There is growing evidence that the activities of the new private utility companies are raising a series of key regional economic development issues. These include:

- utility company diversification into new business areas through new firm formation and joint ventures.
- important spatial variations in the quality of networks and cost of services.
- utility company sponsorship of regional agencies that promote inward investment into their utility service areas.

At this state there is little research in this area and the available evidence and trends are contradictory. However, a number of key questions are beginning to emerge that are of central importance to regional economic development policy:

- Are utility companies a new source of new firm formation and job generation?
- Can spatial variations in the quality and cost of utility services affect the performance of indigenous businesses?
- Do utility companies have a key role in attracting inward investment into a region?

The paper uses a case study of the utilities sector in the North of England to start addressing these issues. It examines the extent to which private utilities may be taking over regional economic development functions from public agencies.

RECREATIONAL AREAS WITHIN THE SYSTEM OF AN AGGLOMERATION: THE CASE OF LODZ URBAN AGGLOMERATION

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The rise and, subsequently, the dynamic development of recreational areas has accompanied the processes of shaping and transforming the Lodz Urban Agglomeration since the end of 19th century. Contemporary development of recreation results in a rapidly advancing adoption of the most valuable, as regards to the landscape, areas for recreation needs. Thus phenomenon is today very common in Lodz Urban Agglomeration.

In this paper, an attempt will be made to identify the size of recreation areas and the rules that will determine their development.

The functional typology of the recreational areas and their characteristics were conducted. The hitherto criteria of the location of recreation areas within Lodz Urban Agglomeration were determined.

A present day model will be presented of the spatial lay-out of recreational areas in the system of Lodz Urban Agglomeration.

THE EUROPEANISATION OF PLANNING EDUCATION

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This paper:

1. reviews the responses to Europeanisation to date of UK planning schools and the role of AESOP and ECTP;
2. analyses the major social, economic, political and ideological forces which are shaping the European agenda for planning education and practice;
3. argues, within this analytical framework, that the present response of planning education is inadequate;
4. presents a more critical agenda for the Europeanisation of planning education; and
5. suggest the way in which this might be implemented in the curriculum of planning schools.

TRANSBORDER PLANNING

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Transborder planning: the creation of a European Pole for development, common statement between France, Grand Duchy of Luxembourg and Belgium (July 19, 1985), in the hope to solve together similar problems, on either side of the borders, due to the shutdown of the steel industry.

Subject the difficulties to achieve a common planning and concern, in view of raising the question to the level of the transferred agglomeration, the development of common politics which should result in an International Directory Scheme.

1. the different politics and legislation
2. the methods of intervention
3. the logic of the actors
4. the fiscal and financial reality

TRANSFORMATION OF THE URBAN STRUCTURE OF PETRZALKA: A PART OF BRATISLAVA

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Petrzalka is a part of the urban structure of Bratislava, the capital of Slovakia, which is situated on the right bank of the Danube. A complex of 40,555 flats was constructed here during 1970 to 1990. Within this complex there are 128 thousand inhabitants. A special urban structure was created here, and the result was a complicated collection of the negative phenomena.

The construction of flats was made into 4, 6, and 12 storeyed floor panelled blocks. In the whole area, creative and aesthetic demands are missing. From the economic perspective, Petrzalka heavily relies upon the activities located in the other regions of Bratislava. In 1991, the combined economic sectors of Petrzalka, provided employment for approximately 19 thousand people, which resulted in employment for only 15 per 100 inhabitants. Furthermore, there is an over-riding necessity for greater transport and infrastructural improvements. The existing transport system (buses) is unecological, and the planned underground metro-system has not yet been built. Preference was made to the construction of flats as opposed to the completion of other functions. The result has been a deficit of the communal equipment, namely both the basic and higher types of shopping services, and educational facilities. The construction of Petrzalka caused a huge interference with the environment and enormous devastation of the values of its elements. Wide green areas are severely lacking and because of the shortage of the architecturally dominant structures, a system of space orientation is absent.

At present, the problem of environmental renovation, rehabilitation, and humanisation in Petrzalka is very topical. Abundant research, projects and planning institutes help to instruct the development of these processes. The complexity and complications of these tasks necessitates an active role on behalf of the specialists, e.g. urbanists, architects, geographers, sociologists, etc. The research project of Comenius University uses original information from the inhabitants of Petrzalka, and hence it is their requirements and ideas which should be considered during the transformation of this urban structure.

MIGRATION AND HOUSING OF ELDERLY IN A EUROPEAN PERSPECTIVE

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Migration of elderly people around the time of their retirement is growing in number and occurring over increasing distances in most (advanced) European countries. This is a product in part of the increasing number of elderly people, in part of their increasing longevity and improving health, but most of all of their ability to retire from gainful employment with reasonable continuing income.

The migration flow of elderly people from the core area to other regions has had in several European countries some important spatial consequences:

- A relatively slow rate of growth of elderly in the core area;
- An ageing of the elderly population of the core area. Out-migration over represented by the younger retired and those in best health. While retirement migration therefore slows down the ageing of the core area, it accelerates the ageing of its elderly population; and
- A redistribution of retired people throughout the country. This is in particular important for regions with an attractive living environment for elderly households.

The purpose of the paper is to make a comparison of the migration and housing of elderly people in some European countries. The favoured retirement areas in Europe are likely to come under increasing pressure for the development of retirement housing. These areas are attractive because of their perceived unspoilt environments, but continued expansion may pose problems for the provision of services.

THE CHANGING RETAIL ENVIRONMENT IN SHEFFIELD AND THE POSSIBLE IMPACTS OF A NEW LIGHT RAIL SYSTEM

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In the mid 1980s most British cities were bombarded with planning applications for major out-of-town retail developments. The only major out-of-town regional retail development (classified as over 500,000 square feet and characterised by the sale of comparison goods) to reach fruition was "Meadowhall" (1.2 million sq.ft.); which was opened in September 1990 on derelict land east of Sheffield's city centre.

In 1992 Sheffield University and Sheffield Hallam University were commissioned to undertake a study of Sheffield's Central Area and assess the problems and opportunities it faced. Part of this remit was to look at retail development.

In May 1992, Dr Paul Foley and Helen Morrell (Sheffield University) undertook a survey of local retailers and shoppers in Sheffield city centre and Meadowhall which provided a basis for research into the more long term impacts of a major out-of-town development. Such research has particular relevance in light of the pending revised Government Planning Policy Guidance (Note 6) on retail development.

My paper will present:

1. The main findings of the retail and shopper surveys and implications in light of the new light rail link between the city centre and the out-of-town centre (due to be completed in February 1994).
2. Preliminary findings from research being undertaken at Sheffield Hallam University on the impact of this line on the retail environment in Sheffield.

INTERGOVERNMENTAL AND PUBLIC-PRIVATE COORDINATION

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This paper examines the problems faced by four large urban redevelopment projects in London and Paris.

Two of them are large centrally located redevelopment projects behind main line railway stations, and two, Greenwich Waterfront and La Plaine St. Denis, are formerly industrialised suburban sites.

The paper focuses on differences in the way in which the redevelopment process is organised and, in particular, on how institutional arrangements contribute to success or failure in achieving development objectives.

The paper draws upon current debates in the literature on comparative urban politics and argues that a comparative perspective can be developed from an examination on how urban planning regimes are constructed and sustained. The paper suggests that the crucial factors which account for national differences, for example, national political, constitutional and ideological contexts should be seen not as a static background to comparative study but of being constituted through the continuing renegotiation of intergovernmental and public-private relationships.

SOME ASPECTS OF THE ENVIRONMENTAL IMPACT OF LIGNITE MINES AND POWER STATIONS IN POLAND

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Since coal exports are an important source of foreign exchange earnings, the Polish government has developed lignite deposits at Turoszow, Konin and Belchatow to provide fuel for the production of electricity, at the same time generating employment in these rural areas. In 1989 Polish lignite production represented some 5.8 per cent of the world's output. There are, however, considerable negative results, including the evacuation of entire villages, the lowering of the water table around the open-cast pit, atmospheric pollution from the power stations, especially at Konin, and the removal of large areas of agricultural land. On the other hand, the local road system has been improved, houses have been provided with a supply of running water, some land has been recultivated and reforested, and at Belchatow, the lake which was formed from the open cast crater will be used for recreational purposes. It is hoped that the spoil heaps will be used for winter sports. When the mining is finished, in about 20 - 40 years, a complete regional infrastructure, including housing estates, hostels, sport halls, hospital, and water, gas and sewerage systems will have been created for future use.

URBAN POLICY AND REGENERATION IN THE SCOTTISH PERIPHERAL HOUSING ESTATES: GENERATING LOCAL ECONOMIC DEVELOPMENT THROUGH HOUSING ENVIRONMENTAL DEVELOPMENTS

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The Peripheral Housing Estates (PHEs) which were created in the post-War era, as part of an urban de-congestion and regeneration process were only bare residential areas, without any sustaining economic and social activities. Apart from these, the housing which was principally owned by the Local Authorities, were not adequately planned. Moreover, they came to be managed under a characteristic paternalistic fashion. The inefficient management and improper planning therefore accounted largely for the deterioration of both the internal and external environments within the estates. Over the years, the PHEs became home for some of the most disadvantaged people in the cities; with respect to employment and basic residential or community facilities. The deterioration in well-being had resulted in out-migration of the residents.

Apart from the lack of effective public support (through Local Authorities) for the PHEs, there had been little or no private sector involvement in their development.

Although some attempts, especially through the public system, were made, through special initiatives, to improve well-being on the estates, these had not been effective. The New Life for Urban Scotland (NLUS) programme was introduced in 1988 as a Partnership of the public, private sector and the local community to comprehensively tackle the problem of multiple deprivation on the estates. The NLUS has economic, social housing, and environmental components.

Out objectives in this paper are (i) to evaluate the impact of the housing and environmental components of the NLUS so far, on Local Economic Development (LED) on two of the four targeted estates. Specifically, we consider (a) employment and training; (b) retail and shopping developments; (c) commercial and industrial infrastructural developments; (d) the investments behind these changes. (ii) to identify some of the problems of programme implementation and (iii) to put forth some policies as to how the future of the programme might be bettered on the estates. The choice of these areas of concentration and the approach are determined by the level of data available. Explanations for the observed changes are done within a social accounting framework.

Social and Spatial parameters of Low-Income Housing in Turkey. A comparative approach.

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This paper attempts to discuss low-income housing as an outcome of the interaction of political, economic, and social constraints. After a critical review of solutions in industrialized countries of the west and in Turkey. The second part of the paper focuses on present trends and problems in the housing sector in Turkey.

Housing problem emerged as a result of the economic transformation of Turkey in the 1930s. Its magnitude as well as its nature changed in response to social dynamics in urban areas, in different eras of transformation. Official and institutional attitudes towards the problem, on the other hand, were of a less dynamic nature. Although Turkey followed mostly western recipes in order to cure urban problems the housing market developed a rather special path of its own where small-scale housing construction, formal and/or informal, filled the gap between inefficient official efforts and actual needs in the housing market. This paper attempts to explain the peculiarities of the Turkish housing market on the basis of land property patterns, on one hand, and capital accumulation conditions, on the other, which seem to differ from those of the industrialized countries of the west.

LAND USE PLANNING AS AN INSTRUMENT FOR ENVIRONMENTAL MANAGEMENT IN URBAN AREAS OF KENYA: THE REALITIES AND PROSPECTS

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Environmental management and pollution control have become one of the key issues of our time. The current debate about national and international policies needed to maintain a viable global environment has generated a variety of proposals such as more restrictive and uniform environmental standards. To achieve the desired local environmental quality in Kenya's urban areas, city and local authorities rely on instruments drawn from both the health and physical fields of planning. However, an examination and general survey of urban centres in Kenya indicates unprecedented fast deterioration of the physical environment and an alarming general environmental degradation. One of the major causes of this problem is the ineffective implementation of land use planning which has not only failed to manage the growing urban land development pressure resulting from land consumption patterns but also to match the high rate of urban population growth and development. The result has been the promotion and encouragement of unbalanced urban land developments. It is however important to realise that as the number and concentration of human activities increase in the urban centres so does the need for sound urban land and environmental management.

The paper draws on information collected from interviews with both the physical planners and town residents, and studies of particular legislation that identifies the realities and prospects of land use planning in the changing nature of planning. It raises both conceptual and methodological issues. This paper discusses the issue in the context of the following questions: Is land use planning environmentalism or developmentalism oriented? How can land use planning be made effective in environmental management? How should environmental values be incorporated in decisions regarding land uses? What are the potentials of land use planning in minimising bad quality environment? On the basis of the research findings and results of the various analyses, the paper argues for the need for instituting urgent corrective measures such as reorientation of the social roles of land use planning, effective land use planning and environmental improvement systems. Such measures and instruments that include better regulated environmental policies and integrated environmental zoning ought to be consistent to Kenya's level of development. It has to be stressed that there is totally no logic in setting up unrealistically high environmental requirements as there is no possibility of achieving global uniform environmental standards.

THE MODEL OF EQUILIBRIUM BETWEEN ECONOMIC DEVELOPMENT AND THE STATE OF THE ENVIRONMENT

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The concept of a model will be presented which allows for the generating states of equilibrium between economic development and the requirements for environmental protection within the regions. The model consists of three modules connected together by feedback links.

The module ALLOCATION/SELECTION is a combination of the classic "input/output" framework and the mechanism which allows for selection among mutually substitutive inputs allocated in space.

It simulates cooperation links between activities by means of the "intervening opportunities" model whereas the generalized costs are taken into account instead of the distances; while the effects are the flows of goods and persons and the spatial allocation of activities. The module, POLLUTION, simulates various kinds of pollution caused by some activities and losses sustained by others sensitive to the pollution. The model COST calculates costs of goods and services, including the costs of production and transportation, losses caused by pollution or the cost of reduction of pollution. The sequence of modules is repeated until the equilibrium is attained.

The model has to aid in testing, optimization and evaluation strategy development for the region, in its social, economic, spatial, and environmental aspects. It is able to forecast the evolution of socio-economic systems for alternative environmental policies and various consumption structures.

PLANNING TO RESTORE INDUSTRIAL CONTAMINATION SITES: AN INTERNATIONAL COMPARISON

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This paper reports how remediation of contamination and reuse of former industrial sites is accomplished in two industrial nations: USA and Ukraine. This is a large and expensive problem. The United States spends an average of \$ 26 million to cleanup each superfund site. There are presently 1,200 sites on the National Priorities List for superfund cleanup, and the number of sites is estimated to increase to 2,100 by the year 2000. The Chernobyl nuclear disaster in the Ukraine contaminated vast areas of previously productive land and is the site of an extensive cleanup.

There is considerable research on the technical processes available to remediate contamination. However, little research has investigated what happens to contaminated industrial sites and there are no case studies on how contaminated industrial sites can be cleaned up and put to productive uses. Toxic contamination of industrial sites is a relatively recent problem and remediation efforts usually take many years. We are only now beginning to observe the first effective cleanup of former industrial sites and the first examples of productive reuses of former industrial sites after the cleanup of serious contamination.

The paper will address how planning affects remediation and reuse of contaminated industrial sites. The paper will attempt to answer the following questions: What are the technical approaches used to remediate contamination and how effective are they? What are the uses to which the cleaned-up former industrial sites are put? What is the role of the public in making decisions concerning remediation of contamination and reuse of cleaned-up sites?

PLANNING FOR SUSTAINABLE DEVELOPMENT: ISSUES, THEORETICAL CONTEXT AND FUTURE CHALLENGES

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The discourse on planning for "sustainable development" is not often related to the problems of traditional planning theory or urban theory. However, the issues that are central to the discourse of "sustainability", such as the relationship between private and public, interdisciplinary and participatory, can easily be placed into a theoretical planning and urban theoretical context. The connections support the fruitfulness of combining the traditions instead of looking for a clean new start.

Planning for "sustainable development" should be seen at least, as much as, a procedural problem as a substantive one, although the practical experiments so far, have tended to emphasize the technological side of the problem. Seen procedurally, "sustainability" requires that the modernist stress be placed on instrumental rationality, which facilitates a value discourse and people's self-determination.

In the end, the integrity of various aspects such as: aesthetic, ethical, economic, social, political, cultural, which is aimed at in planning for "sustainable development", is more of a philosophical problem than a practical problem. Views on a postmodern dedifferentiation versus modernist differentiation support the interpretation of the postmodern condition as a new cultural situation with new openings. The new cultural situation may require fundamental changes in planning education, while the understanding of planning as a technology has been replaced by an understanding of planning as knowledge and action.

PLANNING IN NEW POLITICAL AND SOCIO-ECONOMIC CONDITIONS: THE POLISH PERSPECTIVE (BUT NOT ONLY)

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In 1989 Poland freed herself formally from the totalitarian system; the characteristic features of which were a vertical organisation of society and a centrally planned economy. The subsequent fall of other totalitarian states in Europe created a new situation in which the ideological-military rivalry was replaced by the principles of international co-operation. As a consequence, the countries of Central and Eastern Europe started to build a new model of the organisation, structure and functioning of the state, with a society and economy based on the democratic principles of operating in a civil society and a market economy.

The transition from the old to the new system promises to be complex, difficult, costly and burdensome for society. Still, it is a necessary process; one that should be completed efficiently and fairly quickly. This, however, is hampered by several internal and external factors. This difficult situation is further complicated by external factors, first of all by serious foreign debts, the disintegration of the former socialist economic community, weak economic links with West European countries, a limited influx of foreign capital, the long-drawn-out process of integration with the EEC, and insufficient involvement of highly developed countries in solving the problems facing Poland and the other post-communist states.

Poland's present situation is a great challenge for planners of the various territorial levels who have to tackle the task of working out conceptions of economic development under the new political, social and economic conditions. The conceptions should ensure not only steady economic growth, better efficiency, stable prices of goods and services, an equitable division of national income, or the highest possible level of employment, but they should also curb the process of environmental degradation, induce fundamental structural change in the economy, shape a free market, facilitate the transformation of the ownership system, enhance enterprise, initiate investments, release local initiatives, facilitate the restructuring of agriculture, ensure technological progress, attract serious foreign capital, and use to good advantage the new political situation and Poland's geopolitical location. These are only general assumptions which should be adjusted to the level of the territorial unit covered by a plan and the unit's specific properties. This puts the national plan as well as regional and local ones in a totally different situation: on the one hand, they should present a way of ensuring spatial order, on the other, they should define the spatial limitations on initiatives of the self-organising society and economic subjects.

PLANNING THE MARGINALIZATION OF COMMUNITIES

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The coal mining villages of East Durham were built the Nineteenth and early Twentieth centuries for purely economic purposes, for the production of coal and the reproduction of labour power.

This paper will suggest that such settlements have not maintained pace with developments in the built environment in other areas of North East England, ostensibly missing out on several phases of consumptive, and more recently image based structuralization of the social. The Durham County Development Plan (1951), categorizing mining settlements into which resources were to be invested, and those settlements which were to be phased out through refusing any further development or resource allocation and the demolition of property. Regardless of the outcry of residents, throughout the 1950s and 1960s this policy was pursued as whole villages were wiped off the map. The rationale behind such a policy was to be found in the economic conditions of the day, the large scale retraction of deep coal mining in Durham.

I suggest that the same policies continue to be pursued today all be it in an unofficial capacity by both planning authorities and public/private partnership agencies in the locality. Today however the marginalization and destruction of ex-mining communities may be seen to be a result of much more than the simple redundancy of the economic base.

THE IDENTITY OF A BIG CITY: THE CASE OF LODZ

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The paper analyzes the problems of the identity of the city and the opportunities for its creative development, as they can be observed in the city of Lodz. The authors testify to a complicated character and a diversity of meanings in the idea of this form of identity. As the result of these considerations the authors propose to assume that an identity of the city, is based on the historical, socio-demographic and ethnic structure of its community, including the previous and existing main functions such as: (production, exchange, local and wide range services), and can be found by reading the physical elements within its space.

The identity of the city seems to be a possible subject of change also in its "objective" (the stereotyped image of the city as perceived presently in the awareness of its inhabitants) levels. Using the city of Lodz as an example, the authors show the possibilities for the conscious creation of the identity of a big city by utilizing those elements within the urban space, which represent the unique features of a given city. This could be done by using the Master Plan as a tool which enables such a kind of creation.

The downtown area and the urban core are the most important part of almost every city in a sense of determining this type of identity. In this paper some aspects of this problem are discussed, (the role of historic buildings and the urban composition of Lodz's downtown, influence of the form and the functions of the urban core upon a process of forming a new image of the city).

The authors present the Master Plan's decisions regarding a creation of Lodz's identity. Some actions leading to the realisation of this plan which were taken by City Hall are also shown and discussed.

In the conclusions, the authors make some remarks on the possible profits or benefits which could be attained by creating a new identity for the city.

THE RUSSIAN FEDERATION OF LAND RESOURCES AND LAND MANAGEMENT COMMITTEE

Ivan PONOMARENKO

Russian Federation Land Resources and Land Management Committee, Russia

The Committee is the state managing body for land resource use and land policy implementation, which is subordinated to the Government of Russia.

The Committee has local departments in all regions, areas and republics with a total staff of 17,000 people.

The Committee organises and co-ordinates the work for land reform implementation, and provides for its scientific, personnel and logistical substantiation. It also organises work in land management, topography, geodesy, mapping, soil, agrochemistry, and geobotanic studies, etc.

The major tasks of the Committee are: maintenance of the state land cadastre(planned level of analysis), establishment of the land cadastre mapping system, and the data bank dealing with the availability and state of land resources.

The Committee is interested in scientific and technical co-operation with the Association of European Schools of Planning concerning scientific issues and staff development for the rational use and protection of land resources.

THE INFLUENCE OF PRIVATE BUSINESS ACTIVITIES ON THE ECONOMICS OF NORTH-EAST SLOVAKIA REGION

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In the current economic transformation of the CSFR, one of the crucial factors is privatisation and the formation of private ownership. The presented article deals with the rise of private business activities in the North-East part of Slovakia. The region concerned is situated near the Polish border and the Ukrainian border. It is one of the least developed regions of Slovakia.

The population used to be employed in a somewhat backward form of agriculture which could not maintain the growing number of inhabitants as early as the mid nineteenth century. The problems of unemployment and overpopulation were spontaneously solved by emigration which was very intensive in this region.

The communist regime, although strengthening the economic basis of this region, through industrialisation, however, disadvantaged this region by way of strong centralisation. The growth of strong and moderate industrial centres with adjacent areas, and the development of transportation and increased mobility of the population, has meant that this region is today characterized by a high percentage of commuters (esp. the young male generation).

The rise of private enterprise should improve the intellectual and physical potential of the population which so far has been utilised outside the region.

The goals of the research have been as follows:

- a survey of the number of entrepreneurs in agriculture, industry, transportation, building industry, trade, services in North-East Slovakia
- to state the number of entrepreneurs in villages in relation to the total number of inhabitants and employed inhabitants
- to investigate the importance of the private sector for the increase in employment and the number of new jobs in the areas with a different number of commuters.

Furthermore, the overall aim of the research, has been to confirm the importance and positive influence of private enterprise for solving the main economic problems of Slovakia, namely restructuring, employment, competitiveness and in general, economic prosperity of the North-East Slovakia region.

THE PROBLEMS IN CULTURE AND CITY PLANNING IN LVOV ARCHITECTURAL EDUCATION

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The cities of Western Ukraine are products of the evolution of urban culture, which evolved on the basis of a national culture and which were also influenced in addition by other cultures. Poland, Hungary and Czechoslovakia played a role in the urban development of cities in the Western Ukraine. However, these influences were minimal in traditional rural vernacular architecture. The result is a split between regional urban and rural culture.

With industrialization during the post-war Soviet era, large cities became overpopulated due to immigration from rural communities. In the process of city planning, the result was a sharp increase in building and a change in the character and use of these territories.

Part of the new and combined urban culture, which left behind its traditional system of values, was forced to accept strict urban sensibilities. This led to the formation of distinct neighbourhood sub-cultures nihilistic of city policy.

These processes played a negative role in all aspects of city planning, including education. The strengthening of negativism failed to incorporate the study of national planning traditions, both urban and rural, in higher architectural education. As a result of the lack of research and study on the sphere of influence of national and regional cultural traditions in their urban and rural contexts, it has been impossible to adapt a coherent system of theoretical definitions and practical criteria in the formulation of national Ukrainian city planning.

Today is the time for not only rebuilding an entire country, but also to further the evolution of a national Ukrainian culture, including a culture of city planning. The division of higher architectural education in Lwiw and in the opinion of the author, this implies:

- an improved in-depth study of city planning traditions (national and regional) in their overall cultural context,
- the strengthening of the relationship between culture and city planning, characteristic to Western Ukrainian cities and their future forecast,
- the formation of regional planning recommendations, created to promote an identity of distinct city and urban space in the context of its particular culture.

SOCIETY, DEMOCRACY AND THE CASE FOR PLANNING

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Land Use Planning has been severely criticised from within and outside the planning community. It is found wanting by critics who variously find it inefficient and unimaginative; unjust and restrictive of individual freedom; conservative and dominated by middle class values; and lacking a coherent rationale for its actions.

Defenders of planning may simply try to rebut criticisms as and when they appear. But this suffers from the obvious drawback that the criticisms may frequently be more convincing than the rebuttals. A stronger defence requires that the case be made for planning as a whole. This case may be based on past performance, future promise or some benefit that planning is uniquely able to deliver. But past performance is the specific subject of most criticism; there is widespread disagreement on what the future mission or purpose of planning should be; and to make the case that planning is the best way to pursue some general welfare end is no easy matter.

Such defences will succeed only if they show that planning does or can be expected to deliver widely desired social benefits. They depend on a convincing demonstration of the value of planning. There is, however, an alternative possible defence, one that simply accepts planning as a collection of services developed in a social context and delivered through political channels. Such a defence is based on individual and collective demands for planning services and the political desire to provide them. It describes and explains what planning is or is likely to be. It does not deny that planning might be used for selfish individual or collective ends. Indeed it predicts that this is likely to occur. It does not justify planning by asserting that it will add to social welfare although it predicts that it will. It justifies planning only insofar as it proceeds from political processes supported by a social consensus. It implies that the best, and ultimately the only, defence of planning is to explain to people why they should want it and to explain to politicians why they should want to offer it.

PUBLIC PARTICIPATION IN PLANNING PROCESS IN POLAND: LEGISLATION, TRADITIONS, POSSIBILITIES AND IDEAS

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There was a major shift in methods of solving public conflicts in developed countries in the 1960s. These changes had a significant effect on evolution of the process of spatial planning. In Poland the Spatial Planning Act of 1961 also included some elements that appeared to indicate active public participation in planning. As a matter of fact, the existing legislation does not ensure real participation of local communities in the decision-making process in planning (Spatial Planning Acts of 1961 and 1984).

The abolishment of democracy after the Second World War led to passive attitudes of the part of public and to reluctance to get involved in spatial planning decisions. This largely stemmed from widespread misgivings and disbelief in actual public impact on these decisions. Spontaneous attempts of local communities to stop some administrative decisions and pressing for changes in the local living environment took place in Poland in the 1980s. The current activity almost entirely concerns protection of individual property interests. In fact, there is a narrow understanding of advantages which result from changes in the plan that designates local land use.

Contemporary proposals of new legislation aim at ensuring full consideration of local public opinion concerning both strategic directions of development and particular projects (The Spatial Planning Bill, version of May 1991). It is to be achieved by means of increasing the powers of a democratically elected territorial self-government as a manager of the region, by the protection of individual property rights and by introducing the possibility of appealing to the Supreme Administrative Court against decisions of the Commune Council.

These proposals are strongly criticised by many regional planners, scientists and local politicians. To a great extent this reflects their incomprehension of active public participation in planning process as well as ignorance of contemporary methods of solving public disputes and conflicts.

THE ATTEMPT TO DEFINE THE POSITION AND THE FUNCTION OF SPATIAL PLANNING IN THE PROCESS OF RESTRUCTURING

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The function and the position of spatial planning as defined in the restructuring process is not explicit in the selected regions of Poland. Foreign experts, dealing with the restructuring of the Walbrzych Region, limited the notion of the restructuring process to economic problems, the reduction of unemployment and the creation of new places of work, (Thyl O.J. Gheyselinc, Belgium; Alan McGarvey, U.K.; Yves Renaudin, France; Heinrich Von Moltke, Belgium; Karl Eckert, Germany; Christian Glacker, Luxembourg; Sir Tom Normanton T.D., U.K.; Bernard J. Regan, U.S.A. and others). The similar approach is shared by a majority of Polish specialists who are mainly economists.

The spatial planning problems in the restructuring process were taken into consideration concerning the definition of the restructuring process for the first time in Walbrzych in April of 1991.

In accordance with the definition as proposed in the article mentioned above, the restructuring of the region in Poland is a process of transformation where the problems are arranged into a hierarchy, relating to political and social, economic, financial law, administrative law issues and broadly understood spatial planning problems.

There is feedback from these problems and decisions should result from a consensus. The main goal to be gained from these decisions is the acceleration in the transformation process of the socio-economic system, which must be socially acceptable.

The preliminary assumptions of the Walbrzych restructuring program embrace the attempt to define the function and the position of spatial planning in the process of restructuring, and on the basis of comparative analysis among: A) specific functions of spatial planning in a state-controlled economy, B) specific functions of spatial planning in a free enterprise economy, C) the character of spatial planning in the process of economic and social transformation of the Walbrzych Region in Poland.

The preliminary comparative analysis proves that: 1. Spatial planning plays the significant role in the restructuring process, (among others as a part of this process.)

2. Spatial planning is the resultant of social and economic policy, which has not been clearly defined so far in Poland. 3. Spatial planning, including the process of economic and social transformation in Poland, requires new legal regulations as soon as possible, in which the specific Polish situation after 1989 should be taken into consideration.

4. The aspects of spatial planning often collide with the policy of rapid economic profits and require proper mechanisms of compromise.

The attempt to define the position and the function of spatial planning in the process of restructuring in Poland requires further research and practice, and certain financial means in order to attain Polish planning standards in the shortest amount of time, to accelerate the processes in the transformation of the political system in Poland.

DEVELOPING NEW ADMINISTRATIVE PLANNING STRATEGIES FOR INSTANBUL METROPOLITAN AREA TO COPE WITH THE TRANSFORMATION PROBLEMS THAT TAKE PLACE ALONGSIDE WITH A CHANGING EUROPE

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One can not be indifferent toward the dramatic changes going on in Europe and world as a whole, during the process of new transformation movements whereby the world is gaining a new identity.

Changing borders which result in new socio-economic and political structures, trends developing crises, technological novelty and big desires of the improving populations are the main factors of the variation.

As an unavoidable necessity in the transforming structure of Europe new planning and managing organization and coordination strategies must be put into practice.

In this paper, managing adjustments and strategies in coordination with planning will be examined. Especially, the Istanbul Metropolitan Area will be brought into the perspective of my colleagues from the management and planning point of view of Istanbul.

As a metropolis with a population of 8 million, assorted values and the strategic placement at the meeting point of the two continents, Europe and Asia, it has an important role at the scene of transforming Europe.

INTERNATIONALISM IN PLANNING WITHIN AN EXPANDING EUROPE

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Europe is currently in a great state of flux. The EC (European Community) is becoming increasingly integrated in both institutional and policy terms. At the same time, the EC is likely to expand significantly in the near future, with some (all EFTA /European Free Trade Association) countries likely to join.

Furthermore, there is a general wish for increased co-operation and closer political alignment with the former Communist countries of Central and Eastern Europe.

As this growing bloc gains political and economic clout in the world scene, countries like USA, Australia and Japan are reviewing the implications for their established international standing and links. Likewise, the changes in size and nature of the EC and other critical events in surrounding countries have forced other SNAs (supranational agencies) to re-think their structures and functions, and indeed new SNAs have also emerged.

Development policies and planning practice in many parts of Africa, Asia and Latin America have been strongly influenced for decades by the wishes of, and conditions imposed by, sponsoring agencies such as the World Bank, IMF (International Monetary Fund), UNEP (United Nations Environment Programme) and WHO (World Health Organization). Within recent years, SNAs have been similarly increasing their influence upon development decisions and planning practice within Europe.

This new situation is assessed with particular reference to the international transfer of ideas within the wider Europe and to trans-border programmes and projects.

TRANS-FRONTIER CO-OPERATION: PARTNERS OR COMPETITORS

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This paper is based on research undertaken during the last three years in Kent and Nord pas-de-Calais. It considers the reasons for trans-frontier co-operation and the reasons for its continuing importance within the E.C. The two areas involved are different, administratively, politically and economically.

Trans-frontier co-operation has become more important and more high profile during the last few years. Cross border co-operation between regions in different countries is now being actively encouraged and supported by the European Community. The Transmanche Euro-region is different from most continental European borders having limited frontier access. Other borders enable casual crossings to be undertaken for shopping or leisure pursuits without pre-planning. There are quite often personal contacts cross border. This paper will also consider examples of other regions with restricted trans-frontier access. It is not surprising therefore, that Kent and Nord pas-de-Calais have perhaps been less co-operative than other border regions given that they share the English Channel as a border. In the main Nord pas-de-Calais and Kent have been areas passed through by holiday and freight traffic on their way to other destinations. The bottle neck which The English Channel forms is unlikely to alter dramatically, even with the opening of the Channel Tunnel.

In the last eight years there has been considerable political activity in Kent County Council and the Regional Council of Nord pas-de-Calais to bring about closer ties between the two authorities. In 1987 Kent County Council and Nord pas-de-Calais signed a co-operation agreement which set out a number of areas where relationships could be developed. These include transportation, economic and commercial links, education and tourism. In receiving Euroregion status from Brussels it was the first agreement between a Region and a County. This activity culminated in the formation of the Transmanche Euro-region in June 1991. This comprises five regions: Kent; Nord pas-de-Calais; Wallonia; Brussels City and Flanders.

Four key areas will be discussed. First, the differences between the regions involved. Second, a comparison with other trans-frontier regions with similar geographic difficulties. Third, the regions unique position in relation to 1992, Channel Tunnel and High speed rail links. Fourth, the type and nature of the initiatives proposed and the longer term effects of such co-operation.

URBAN EXTENSION AND LANDSCAPE PROTECTION GREEN BELT IN THE 1990S: A COMPARATIVE ANALYSIS OF AMSTERDAM, ZURICH AND VIENNA

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As a result of fundamental changes in the geopolitical situation and demographic development, Vienna faces new challenges in urban development. One of these challenges is to face and manage the conflict resulting from the tension between the new extensive housing program, new manufacturing and business sites, new investment in infrastructure on the one hand, and the protection of the landscape in the urban periphery, and the green belt around Vienna, on the other hand.

After a decade of discussion about urban renewal and the city centre, the urban fringe and urban extension are, again on the agenda of planning and politics in Vienna. Existing urban development strategies are reviewed and new concepts are developed.

Is the green belt concept that originally was implemented in 1905 and since then has been a guideline for landscape and urban planning in Vienna, still useful in solving the urban development problems of the 1990s?

Are existing planning instruments and institutions adequate to the new situation of urban development? If not, should they be modified? In order to answer these questions two approaches have been chosen.

A historical approach analysing the urban development and planning of Vienna since 1900, focuses on the green areas at the urban fringe and the green belt policy. The following periods can be distinguished: Habsburgian capital (until 1918), Red Vienna of the First Republic (1918-1934), authoritarian and Nazi Vienna (1934-1945), and Vienna since the 1960s. This chapter finally leads to a critical view on the efforts of planning and implementing a green belt in today's Vienna.

The second approach is an international comparative one. It analyzes the experience with planning strategies and instruments in developing and protecting an urban green system on the periphery of dynamic cities. After an initial screening process of 15 European cities, finally, Amsterdam, Hamburg, and Zurich were chosen for further investigation. The analysis of the cities includes landscape and urban planning concepts, instruments and institutions, at urban, regional and national levels, as far as the topic is concerned. At the municipal level, additional historic development is outlined and the urban and green structure is presented.

As a conclusion, with the background of the international comparison and the reflection of historic development, ideas for the innovation of planning instruments and concepts in Vienna are presented. Furthermore, an adjusted interpretation of the green belt concept will be discussed.

QUIET AREAS: AN ECOLOGICAL WAY OF PLANNING

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Only a short time ago environmental issues were introduced as topics in the discipline of planning. From that moment on the object of planning was no longer reserved for human activities only. More and more the whole ecosystem is getting attention. The part of planning that looks at the spatial implications of the environment is called environmental planning. Environmental planning is trying to separate different spatial functions instead of combining functions within the same area. Environmentally polluting or disturbing functions are to be separated from environmentally sensitive areas.

A typical product of environmental planning is the "quiet area". In the Netherlands, already for one decade, the quiet areas are known as an instrument of planning, but for a long time this instrument was never used. A reason for this is that the Dutch planners as everyone else in the world were not yet ready to look at the ecosystem instead of what they used to do, to look at human activities only. Lately the ecosystem is more accepted as an object of planning. The policy to introduce quiet areas is making progress now. This year the University of Groningen (The Netherlands) brought the silence areas into the last step of planning, the phase of control, with their report "Holes in the Silence".

TRAFFIC CALMING AND URBAN PLANNING

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The development of policies and planning for traffic calming practice in Britain is reviewed within the wider European context. Traffic calming is placed within a speed management policy framework centred around the principal policy objective of road safety, and is linked to the planning of speed hierarchies and functional road hierarchies for existing and new areas of development. The implications of the dominance of the speed hierarchy within this framework are discussed, as are the relationships with the wider transport policies, resource allocation, and urban development plans.

The potential future development of traffic calming within this planning framework is illustrated with reference to the limits objectives such as pedestrian mobility and traffic barrier reduction. So too do conflicts with wider urban transport policies such as public transport or cycling priority networks. These pose difficulties in seeking to calm higher speed category main roads in urban areas such as radial approach roads. Central area and residential streets are by contrast relatively easily calmed.

It is concluded that despite these difficulties, urban road networks in their entirety can be traffic calmed. Progress on main roads has been relatively slow because too cautious an approach to effective speed reduction has usually been adopted. In addition, pedestrian mobility objectives on such roads have been largely ignored or undervalued, despite their importance, with very few monitoring studies examining the effects of schemes on pedestrian mobility. An integrated approach is required, giving full consideration to all the objectives of traffic calming, within dedicated budgets. Traffic reduction is not essential to progress but facilitates more effective treatments where road capacity is a limiting factor. It will be essential to the achievement of wider urban transport planning objectives and environmental improvements.

COMMUNICATIVE DISTORTIONS IN URBAN TRANSPORTATION PLANNING: TOWARDS A THEORY OF ACCUMULATED IRRATIONALITIES

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The way impact assessment results are used in the political decision process can influence the final choice of a planning alternative. The case material consists of integrated transportation and land use plans for the 10 largest urban regions in Norway. It is demonstrated that the information potential of the impact calculations is often considerably under-exploited. Mechanisms of limiting and misrepresenting information and thus distorting the communication between planners, politicians, and population are discussed. Deficient means-end rationality is seen to bound the communicative rationality. The observed biases and peculiarities give rise to some critical questioning concerning planning as a political, attention-shaping process. The case material inspires a theory of how bounds on instrumental and communicative rationality reinforce each other and thus arrange for the accumulation of irrationalities in planning.

THE ROLE OF THE ROAD NETWORK AND URBAN DEVELOPMENTS IN TRANSFORMING LISBON

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After a long period of urban planning indolence, Lisbon has overcome its isolation by starting the promotion of a new sense of urban life. The city started to transform itself by making new urban plans for several areas in an attempt to make a modern city.

Those urban plans designed to reshape Lisbon into a new city, proposed an end to zoning, and in its place self-sustained local communities - cities within the city - each containing all the normal functions for the urban life of the city.

The new plans for city urban space have produced a large impact on the existing traffic system, which has forced the city planning to reorganise the traffic patterns. The existing traffic system no longer answers the city demands, mainly after the new urban developments takes place within Lisbon.

The new traffic plan system has re-drawn the main road network and built new urban highways to improve the traffic movements and the general environment within the city.

This paper presents a survey of such urban plans and an interpretation of the significance of these projects as a whole. Examples are given from a detailed analysis of the impacts produced by those urban plans; new urban design, new architectural styles, demographic growth, regional and local communications, parking systems, improvement of public transports and urban environment are some of the outcomes.

THE PROBLEMS OF THE TOWN CADASTRE IN RUSSIA AND THE TRAINING OF THE PERSONNEL

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The changes in the Russian economy lead to another system of education in the field of spatial planning. Land uses have been divided into different territorial components, such as: industrial, residential, agricultural, and green areas, in such a way that we currently have an ecological separation.

In order to improve this situation, we need to create an impartial assessment of the territories: a "land cadastre". We assume that this land cadastre has a system of laws, documents and land distribution. Such a formation will be useful for all town planning projects, architecture, communal economy, infrastructure and land-use survey. So, we should train experts in economics, demographics, ecology, land management, territorial planning, and town planning, etc. We are starting the training of specialists at the Department of Planning and Land Cadastre in 1993. This education will consist of two steps: one, four year period for a Bachelor's degree and secondly, a two year period for a Master's degree.

In this connection, we are interested in the educational courses, study programs, and textbooks which are used by the West-European schools. We want to have more contacts with Europe, students and staff training periods there. We would like to make and support any contacts.

TERRITORIAL PLANNING AND PECULIARITIES IN THE SOCIAL - ECONOMIC DEVELOPMENT OF THE REGION

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The collapse of the command system of government in Russia led to the changing of aims, tasks and methods in territorial planning, especially, where new objects of territorial planning were being determined. They are regions of ecological crises, territories of paramount development, zones of national conflicts and others. As the number of them increases considerably, the problems of planning get very complex and difficult. In this connection the experience of territorial planning of Western Europe acquires great significance, but only after critical reevaluation. There are many similar features between the economies of the Ural region and older depressed regions of Europe and North America. Also, the experiences in the development of the new regions in the USA, Australia, and Canada, as well as, the investigations concerning the limits of sites increased by foreign scientists, the formation of "growth poles" and other research issues, all becomes very important to Russian specialists. However, the major problem is the super-monopolization of our economy and a state sector that is too large. Up to the present time, the territorial development plans were based on the principle of a centrally dissected allocation of resources. In these plans, social development was often neglected. So it is necessary therefore, to elaborate a strategy of planning for the Ural specialized districts, due to the fact that specialization was supported in Russia for a long time, it is now an obstacle for the acceptance of regional markets, and other necessary transformations. Russia's special character is contained in its regional individuality.

PLANNING FOR QUALITY OF LIFE

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In planning the word "quality" is one of the major issues of our times. The notion of "quality" can be approached in many different ways. Well-known terms are "quality of life" and "environmental quality". Also, for a long time "quality" is used in the planning of housing. For instance in building activities we know the "quality" of building materials. In the last decades also we found more and more attention for the combination of "quality" and the living environment in residential areas.

In this paper the notion of "quality" in the context of urban planning will be investigated in more detail. Some conceptual differences between "quality of life" and "environmental quality" will be discussed. Results will be given of research projects on the quality of living environments, especially from a user's point of view, in the Netherlands. Some concluding remarks are made about the meaning of these results for the planning practice.

PEOPLE IN CITIES: URBAN DESIGN AND COMMUNITY PLANNING

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People in Cities: The American Institute of Architects Urban Assistance Team (UDAT) programme.

In 1989 the American Institute of Architects (AIA) concluded a study of 27 trends that could shape the future of American Architecture and Cities. When asked what the architects' single greatest contribution to the 21st century would be, a large percentage of the 200 nationally renowned experts examining these trends said "designing livable communities".

Today, many communities are engulfed in change and re-thinking public policies that shape their physical growth and development. However, the public process that helps a community create its "vision" of the future, that is shared by the community at large, is not always clearly understood.

American communities evolve through a process some call "design by negotiation". That process requires the participation of competing interest groups, citizen coalitions, and public agencies where public scrutiny is viewed as a community design imperative. If Architects are to play a leading role in designing communities of distinction under this democratic system, they must be prepared to help at the local level with technical assistance and "user-friendly" technical information.

Unique among the design disciplines, urban design deals three-dimensionally with environmental inter-relationships at a scale far larger than architecture and thus enables decision makers to think more comprehensively, more carefully, about a community as a whole. It involves several disciplines, such as economics, sociology, engineering, political science, and transportation, working in teams. It provides us with the conceptual ability to develop and implement plans that cross the traditional boundaries that often subdivide a community or region. Urban Design gives us tools to visualise-in advance - the results of our plans and to analyse how they will achieve a community's vision of itself.

Over the past twenty-five years over 100 communities across the United States have benefited from the AIA Urban Design Assistance Team programme. The technique is slowly being introduced into Europe, in Britain and Russia. "People in Cities" will review the UDAT methodology, refer in general to numerous examples of the programme, and will concentrate on one major case study, Portland Oregon.

DEVELOPMENT AND TERRITORIAL ORGANIZATION OF SELF-GOVERNMENT IN SLOVAKIA

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Profound political and economic changes in the Slovak Republic have been accompanied by a general renewal of territorial self-government at the municipal level. After more than 40 years with a totalitarian system, marked by intolerance and the lack of alternatives in decision making, and lack of plurality of opinion, the system of public administration is undergoing a transformation. It is characterised by the transition from a 3-level system to a 2-level one and accompanied with decentralisation, and the stress on self-government and local democracy. Furthermore, the development of self-government at the municipal level provides an excellent example of the progress of democracy which exists in other areas of life in Slovakia.

The creation of local self-government in Slovakia has been developing for almost 3 years. In contrast to the state administration, activities in this area must begin practically from scratch. The function of the coordinating body in the creation of self-government in Slovakia has been taken over by the Association of Towns and Communities in Slovakia (ATCS), considered to be the best functioning organisation of its kind in Central and Eastern Europe. The membership of communities in the ATCS recorded a remarkable growth. Whilst the number of participating communities in 1991 was 1,063, at the time of the ATCS's second convention in 1992, their number increased to 2,187 communities, representing 77 per cent of communities and including over 90 per cent of the Slovak population. The number of regional associations of towns and communities also doubled from 22 to 45. This represents a marked difference in comparison with the Czech Republic.

The greatest problem in the functioning of self-government in the communities has so far been that of financing and the lack of definition of authority in relation to the state administration. Co-operation between the ATCS, the Slovak Government and the Slovak National Council was relatively sporadic. This experience was also reflected in the programme declaration adopted by the Second ATCS Convention in March of 1992. The most important tasks for the future period are as follows:

- the ratification of the European Charter of Local Self-Government by the Slovak National Council,
- signing of the agreement between the ATCS and the Slovak Republic Government and the Slovak National Council for participation in writing the legislation, drawing up local budgets, and participation in the sessions of the government,
- to begin the construction of the second level in the self-government of communities by legislative process of regional associations.

AN EVALUATION OF ESTATE ACTION ON A "MODERATELY" DEPRIVED ESTATE

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In 1992 the Centre for Regional Economic and Social Research at Sheffield Hallam University, obtained a contract to examine and assess an Estate Action scheme in York. This paper examines the scheme taking place on a local authority housing estate, and provides some of the initial results of the research into this project.

Local authority housing in Britain is likely to undergo continued and rapid change. Following current trends, this means a growing polarisation between those authorities seeking to dispose of their stock through voluntary transfer, and those authorities seeking to maintain their landlord function whilst diversifying their approach to service delivery.

For this latter group, it will be important to learn from the experience of local authorities who aim to improve "moderately" deprived estates. The success of these projects is more promising than schemes which seek to regenerate severely deprived estates. Bell Farm, the local authority estate assessed in this scheme, may be termed a "moderately" deprived estate. On the other hand, Bell Farm can be distinguished from the most popular council estates, where Right to Buy erodes local authority landlord responsibilities.

The research will ascertain the local authority's and residents' priorities for regenerating Bell Farm. In particular it will contrast during a two year period:

- (i) changing management structures, tenant involvement strategies and community dynamics; and
- (ii) investment expenditure relating to environmental improvements, and improvements in the external and internal fabric of the dwellings.

This paper will examine these issues and will provide early results of the research. These will largely be obtained through in depth, qualitative interviews of a Tenant Panel, comprising members of 15 households on the estate.

INTER-URBAN MOBILITY IN THE CITY OF RIO DE JANEIRO: FROM SOCIAL STRATIFICATION TO SPATIAL SEGREGATION

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Inter-Urban mobility (the change of addresses of households among city neighbourhoods) can be seen as having a dual nature in the process of inter-urban structuring in general, and for land use, in particular. This phenomenon is particularly important for rapidly growing third world cities or in societies experimenting with major structural changes. In the city of Rio de Janeiro for instance, households tend to switch their places of residence an average of every 10 years. Besides its relevance in the interests of property developers in defining their marketing strategies, inter-urban mobility affects neighbourhood solidarity, stability and cultural values. More importantly, it is associated with fundamental changes in family life-cycles and in social economic stratification (as related to the labour market, education and production relations in general). One of the major impediments to conducting studies on these issues has been the availability and quality of the relevant data.

Drawing on an original information source, property transaction tax forms, which identifies the address of the buyer, and of the property under acquisition; an original data bank was organised whereby each register contained besides the origin and destiny locations, important complementing information such as the age, size (sq. m) and value of the property; and other details characterising the parts involved in the transaction (business or private individuals) and the payment conditions (involvement of housing loans, etc.)

With these indicators at hand, it was possible to construct annual mobility matrices for the city of Rio de Janeiro for the period 1985 to 1990. The structural properties of these matrices in turn were analysed so as to test some hypothesis on the characteristics of the observed flows: the relevance of long distance versus the moves to adjacent areas (gravity model); the segmentation of the market (bloc diagonalisation of the flow matrices); and the predominance of upward versus downward movements (triangularization of the flow matrix after ranking the 24 relevant regions according to average property values).

This analysis indicated that in spite of a relatively large overall mobility rate, this process is highly segmented reflecting other results; for the society as a whole, that suggest a strong inter - class, but weak inter - class social mobility. The predominance of few and determined flows, over the rest, to specific areas, also indicated a high level of systemic organisation (entropy) of the process of inter-urban structuring, particularly in regard to the geographical modular or sectorial extension of the city; as opposed to the traditional well-behaved filtering and diffusion processes.

A MODEST PROPOSAL FOR EASTERN EUROPE: A MONITORED ECONOMIC SYSTEM WITH COUNTRY PAIRING

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At present the countries of Eastern Europe are struggling with their transition from the former communist style "command" economic systems to whatever the future may hold for them. They are being urged by many to attain what is called a "free market" economic system, this supposedly being the system which prevails in the Western European countries, the United States, Canada, etc. The economic and social dislocations resulting from this transition have caused great physical and psychic hardship, and the outcome is in doubt. The proposal presented here is to move toward a third alternative, "a monitored system", in which economic production and distribution are not controlled in a detailed fashion, but are not left to chance either. Rather they are carefully monitored; and where inadequacies are observed, remedial actions can be taken through the application of public policy. The primary standard of evaluation is derived from the use of "paired countries", in which each "subject" country is linked for comparison with an appropriately chosen other country, called the "example" country. This proposal includes the concept that a long term relationship of mutual learning, but not dependence, would be established between the countries in each pair.

META-INFORMATION: IS IT WORTH THE EFFORT?

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Meta-information is generally defined as "information about the information". Its most common use in planning is by means of inventories about available databases or other references, related to a particular topic. Meta-databases are frequently developed as side products of information systems, and focus on descriptions of data quality, mostly of digital data. With the explosive growth in digital database development in planning, particularly with the growing use of GIS at different planning levels, meta-database maintenance is increasingly labor intensive. To overcome this problem, a new approach is being developed for a meta-database on transportation and mobility.

The 1990-1994 Booster Programme "Transportation and Mobility", under supervision of the Belgian Services of the Prime Minister, Scientific Programmatic Service, involves 22 research groups. The project includes the development of transportation models, scenarios, and policy studies. A logistic apparatus is in charge of implementing the developed policy tool. A meta-database is being developed to facilitate this implementation by helping future users to locate adequate databases and to use them appropriately.

Prototype development started with an inventory of available data sources. This database was normalised and linked to two other databases, one with information on the users of the system, and one with the "producers" of information. At this stage, the meta-database could be compared to yellow pages used to locate data sources. Data evaluation is left to the user and experience is not passed on to other users along with the references. The new approach of the booster programme consists of integrating the evaluation of data by their users.

Within the meta-database, we formalise some of the informal knowledge which is frequently lost for future users after research is completed. Some of this information may be very useful when implementing the tool in different contexts, i.e. the comparison of different data sources, the selection of less than optimal sources by lack of better available information. This information provides clues for better data collection, and for optimal use of databases.

The system is designed to grow while it is being used. Evaluations of data collected from interviews and from reports are included. Users can continue to build on this evaluation or start with a complete different view. Their suggested updates and evaluations will be used to develop standard input forms. The objective is to provide the user maximum freedom to express an expert opinion on the databases. The database evaluations become more reliable as an increasing number of users can approve/disapprove or complete them.

Meta-database maintenance consists mainly of co-ordination. Surveys will also need to be conducted on a regular basis to correct and supplement the references.

PREDICTORS OF SUCCESS IN THE PROFESSIONAL PLANNING SCHOOL

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Admissions to graduate planning education programs in North America are heavily weighted toward performance in undergraduate schools as measured by the cumulative grade point average, and toward test scores on the Graduate Record Examination. Questions have long been raised about the differential impact of these measures on the admission of persons of minority heritage and of persons for whom English is a second language. The proposed research attempts to assess the extent to which GPA and GRE are effective predictors of graduate planning school performance for minorities and for non-native English speakers. This is accomplished through a study of the admissions credentials and school performance of all graduate students enrolled in the Master of Science Planning (MSP) program at Florida State University during a nine year period from 1981-1990, a sample of approximately 300. Results are expected to have implications for the admissions policies of U.S. planning schools, but are also expected to offer insight into a broader question of cross-cultural initiatives in planning education.

THE RELEVANCE OF IDEALIZED LEADING CONCEPTS IN URBAN PLANNING IN THE ERA OF COMPUTER SIMULATION

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The designated theme for the 7th AESOP Congress is "Planning and Environment in Transforming Europe". Reasons for the actual transformings including the relevant parameters should be analyzed. Starting-point could be the thesis that the technology of data processing has the quality of a cultural technique with influence on any sectors of human life. When we accept this thesis it becomes interesting what the consequences will be for the discussion on generation of idealized leading concepts in urban planning. This paper will give a temporary answer by discussing twelve theses:

1. At any time certain design principles have had the function of orientation for urban planning. In the past the designations were quite different, but today we often speak about 'idealized leading concepts' in urban planning.
2. Design principles are permanently in change; the change can be described in a theoretical model with phases how idealized leading concepts arise.
3. The knowledge about the arising of design principles can be integrated into a rational planning method. The postmodern maxim of 'Planning is what planners do' is not acceptable any more.
4. Urban design principles depend on certain phases of the society's development, and certain dominant planning paradigms find their adequate expressions in this.
5. Cultural studies on a critical level have lead to the conclusion that today the principle of simulation is the dominant principle. The computer technology is the suitable tool to give this principle an adequate expression.
6. The obvious consequences of this principle of simulation can be seen ambivalently and quite problematically: simulation stands in opposition to the category of authenticity.
7. Authenticity can be described with four key terms: identity, originality, participation and endogeneity (including ecological principles). The term of authenticity is usable for a characterization of people's life just as the images of cities. Therefore, the key terms are relevant for urban planning, too.
8. Authenticity as identity means that people can subjectively feel their cultural identity and articulate their individual experiences. Similar to this kind of identity the identity of towns and cities should be integrated into town planning. The principle of simulation cannot represent identity.
9. Authenticity as originality means that certain things are unrepeatable and genuine. With the principle of simulation it is not possible to generate originality in this sense because computer simulations are always repeatable with identical digital codes.
10. Authenticity as participation means that people are integrated into the planning process to find a good design solution by human communication. The principle of simulation is not inevitable in coherence with human participation.
11. Authenticity as endogeneity means that decisive factors for any developments arise from internal causes. This category is as important for people's life as for the changing of townscape situations. The principle of simulation cannot be endogenous. Also, this aspect of authenticity corresponds with ecological principles.
12. Conclusion: The discussion about idealized leading concepts in urban planning is quite important for the managing of urban developments. Considerations to conceptional ideas will be given.

CHANGES IN OWNERSHIP IN SOCIALIZED FARMING AS A FACTOR IN THE TRANSFORMATION TOWARD A MARKET ECONOMY: POLAND'S NORTH-EASTERN REGION

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The owner of agricultural land in the system of socialized farming is the Treasury represented by the Agency of Agricultural Ownership of the Treasury.

Whereby, agricultural real estates of the aforementioned farming system belongs to Resource of Agricultural Ownership of the Treasury and covers an area of 42 per cent of agricultural uses. It does not seem necessary and economically rational to decrease the share of large-scale state farms being recognized as a type of a farm. In this region there is a relatively good area and spatial structure of private farms.

Changes of ownership relations in the mentioned region should stimulate a common interest in the European farming system with a tendency toward the concentration of production and space. It would mean thus non-ownership changes of Resource of Agricultural Ownership of the Treasury should take place as a result of: 1. giving of agricultural real estates in tenancy or lease, 2. giving of agricultural real estates to an administrator (trust ownership), 3. giving of agricultural real estates in management.

Changes having non-ownership character may also concern state farms alone. Financial and economic instruments should also be used to realize these changes. The latter ones might be various forms of state interventionism, which should especially be concerned with social security of agricultural employees, environmental and agricultural landscape protection, and if it is needed, spheres of agricultural production as well. Taking into account, the fact that material - financial possibilities of the north-eastern region are very limited, it is necessary to assist local activity by proper redistribution of the central subvention. It would be of great importance here, that is, the allocation for development of rural infrastructure, and the modernization of production and agrarian changes. The main form of subvention should be preferential credits being granted both from country resources and foreign ones as well.

Of great weight would also have activity for supporting specialization of farms and their system ties with food processing and activity to promote and spread systems of natural production as well (ecological farming).

With the restructuring of agricultural real estates in state farms, the following advantages are related: 1. change of character activity of economic subjects (withdrawal from realization of objects determined by governmental administration and seeking ways of making elastic adjustments to market requirements), 2. change in the principles of responsibility in the scope of the functions of an enterprise, 3. the beginning of mechanisms of market competition.

**CIRCULATION OF CAPITAL VARIATION
WITHIN THE LOCALITY:
A CASE STUDY OF PROPERTY REDEVELOPMENT
IN NEWCASTLE UPON TYNE**

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This paper analyses the relationship between Harvey's theorization of circulation of capital and the transformation of built environment in a specific locality. According to Harvey, an over accumulation of capital, which takes place in the sphere of commodity production, leads to crises. In order to overcome these crises, accumulated capital is absorbed through large scale investment of fixed capital and consumption funds, especially in built environment. Therefore, the flow of capital is switched from the first circuit of commodity production to the secondary circuit of investment in built environment and infrastructure. This transaction is necessarily governed and mediated by the state and financial institutions. Harvey therefore outlines the relations between state and capital in general terms in the process of production of built environment, but ignores the peculiarities of the state and capital relations in differing localities.

This paper confines itself within this general framework and takes Newcastle upon Tyne as a case study to demonstrate how Harvey's theorization can be applied to the redevelopment of built environment. Newcastle, a long established heavy industrial area, has experienced long-term decline through lagging behind technological innovations. It is a locality which has lost its indigenous dynamics of development and so becomes dependent on external capital accumulation and circulation, particularly through the provision of state subsidy programmes and exogenous private capital investments.

This paper finds Harvey's theorization useful, particularly in defining driving forces in the production and transformation of built environment. At the same time it demonstrates the necessity of detailed case studies in order to understand diverse relations between the institutions of state and capital within a specific locality.

**SOCIAL JUSTICE FOR BLACK AND ETHNIC
MINORITIES IN THE PLANNING SYSTEM:
THE BRITISH EXPERIENCE**

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At a period of increasing inter-ethnic tension and overt racism throughout Europe the experience of the British planning system in trying to combat racial discrimination in both policies and processes is of considerable interest. For decades planning has been conducted within a legislative and public policy framework which has both defined discrimination, and outlawed it. In addition, during the 1980s, the Royal Town Planning Institute (RTPI), the professional institute for planners, produced its own guidance on "Planning for a Multi-Racial Britain", and also ensured that its professional code of conduct explicitly forbade racial discrimination. Meanwhile, a number of local authorities have experienced with a range of procedures and processes aimed at securing greater justice for black and ethnic minorities within the planning process.

However, the latest nationwide survey of current planning practice (conducted by the authors) painted a somewhat disappointing picture of modest increases in the consciousness of racial disadvantage and limited success in sensitising the planning system to the needs and aspirations of black and ethnic minorities. This paper summarises the main features of these findings, as a prelude to analysing the reasons for both the successes and failures of British public and professional policy in changing planning practice. It provides a critical review of what has been aimed at, and the methods employed to secure these objectives, before suggesting ways forward.

ECONOMIC GLOBALISATION OR POLITICAL AUTONOMY: THE IMPLICATIONS FOR URBAN PLANNING IN EUROPE

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There are two divergent, and seemingly contradictory, trends affecting urban planning as it reaches the end of the century. The first creates similarities in urban change as economic forces operate at a world scale, while the second points towards a breakdown of universal planning systems and an increase in the variety of approaches to try and solve urban planning problems. This paper explores the forces underlying these trends and their impact on urban planning in Europe. It outlines the changes taking place in the world economy and the way this is leading to the restructuring of cities. It then poses the question of whether this leads to inevitable demands on the planning system to respond or whether local circumstances can generate a certain degree of autonomy. This leads to a discussion of the impact of national cultures, institutional structures and local politics. Illustrations are drawn from a range of European countries and cities.

SPECIFICS IN SPECIALIST'S TRAINING IN GEOGRAPHY IN KAZAN UNIVERSITY

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The Department of Economic Geography of the Kazan State University is the only chair among the country's higher educational establishments which trains specialists in the field of mathematical modelling of the socio-economic territorial systems for the work in the research and planning production organization, who are able to solve the problems of the regional territorial-production planning, rational use of natural resources, complex territorial economics, prognosis and management. They are professionally oriented in organizing and solving tasks on branch and territorial management systems formation, economic appraisal of the natural, ecological and social measures, etc.

In the near future the department will introduce 3 stages in the training of the specialists: bachelors (4 years), qualified specialists (graduates 4 + 1 year), and masters (4 + 1 + 2 years). This programme will train bachelors according to a common programme of the Russian higher educational establishments with some bias to the regional economic aspect (securing sufficient knowledge of Mathematics and Informatics). The qualified graduate specialists will be mainly educated in the field of the regional analysis and economics while securing the traditional specifics of the department's training. The list of subjects may include: Regional Economics, Regional Analysis, Management of Region, Rational Forecasting Foundations, Economic Regionalism, Marketing, Socio-Economic Geography Theory, Mathematical Methods in Planning and Management, Informatics and Calculation Machines, Master's Degree studies secure this orientation. The effective training of specialists at all stages coincides with a high level of scientific research conducted by the department's faculty. Such themes as the principles of territorialism and geographicalism, principles of mathematical-geographical modelling, etc., as well as the main theses of the single theory of the geographical field, geosituational conception, theory of making the compromise decisions, foundations of the social catastrophes' theory, etc., were formulated and elaborated by them.

URBAN PLANNING AND SOCIO-ECONOMIC DEVELOPMENT IN INDEPENDENT LATVIA

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The ideas and concepts in Latvia's urban planning strategy is dependant in part on its socio-economic model. There are several prospective variations for the country's alternative development:

1. "Latvia - a plant", based on the adaptation of the existing economic infrastructure to principles of a market economy, and paralleling new socio-political stances. Historically, the Soviet industrial-agrarian model was forced upon Latvia's naturally formed agrarian-industrial model after the Soviet occupation in 1940. In practical terms, it meant a large scale import of both a workforce and raw materials, which resulted in sharp social and ecological clashes, which menaced the very survival of the Latvian nation. The intense industrial development brought about an acute shortage of homes, and as a consequence, required the erection of new, large irrational residential areas which were in strict compliance with the still existing Soviet housing standards. These developments caused a growing imbalance between the overpopulated cities and the emptying rural districts. The processes of industrialization and urbanization have rapidly diminished the recreational potential of the Riga and Jurmala resorts.
2. "Latvia - a farm" can be easily identified, if one recalls the economic model of the 1930s, i.e., the preoccupation period, when Latvia was a "suburb of Europe", which was isolated from the East and opened for the West. Self-sufficiency, a moderate trade and a favorable atmosphere were national cultural traits of Latvia's development in the 1920s and 1930s.
3. "Latvia - a bridge", essentially an unprecedented situation, where Latvia is open to both the East and West, with adequate priorities of trade, transport and tourism. We could study the experience of settlements on the crossroads of international trade, such as, Holland and Singapore. Here, the main task is the reconstruction of cities.

COLLABORATION AMONG ACTORS: A CASE OF NEIGHBORHOOD REHABILITATION

Zuhal ULUSOY

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In this paper, the impact of public policies in the trajectory of changes in residential areas is discussed. A neighborhood in Pittsburgh, Pennsylvania (U.S.A.) is presented as a case where a number of actors collaborated to revitalize an inner city neighborhood. Improvements in this area have been attracting the attention of many who are interested in the efforts to upgrade, rehabilitate, improve residential areas without leading population change which may indicate shifts in the socio-economic structure of the inhabitants. The organization of various actors around one common goal constitutes an interesting example for successful public-private partnership and community involvement. Here, I will focus on how the rehabilitation effort was financed, who initiated and who managed it, what types of financial sources were used for the purchase and renovation of buildings, and what role the government, private institutions, and community groups played in the rehabilitation effort. Thus, the roles of public programs and private funding, and their relative share in the changes the area went through will be scrutinized.

THE RUSSIAN STATE LAND USE UNIVERSITY

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The Russian State Land Use Survey University has the following faculties: land-use survey, land-use management, architecture, geodesy, jurisprudence, correspondence and the development of qualifications for specialists.

The Science Departments consist of: the Science Research Institute of Land-use Survey, the Laboratory of Ecological Land-use, and the Student Project Bureau; "Realisation", Doctorates and Aspirants.

Our university has the following research fields in which staff members are involved in at the present time:

- Forecasting and territory planning of land use;
- Creation of the cadastre methods in natural resources and settlements;
- System research for settlement and the farmer-economy;
- Science at the land use survey (including: economics, sociology, ecology, jurisprudence, etc.)
- Creation of recommendations for the use of land resources;
- Projects in land use survey, geodesy, economy, ecology, and architecture;
- Creation of the automatic system of collection, maintenance, and distribution of information for territorial planning;
- Socio-economic problems of land reform;
- Creation of land resource maps for territorial planning.

In our opinion, this complex personnel training is very important in connection with territorial planning and real projects for the people.

THE STRATEGIES OF LAND USE AND THE PRACTICE OF DEVELOPING VISTAS OF LAND USE PLANNING

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This research focuses on the effectiveness of master plans and the mechanisms of land use decisions at the municipal level. The underlying objective is the compilation of ideas to develop land use planning.

In Finland, a municipality has a monopoly of making master and city plans. Municipal officials make the plans and every fourth year elected shop stewards make the decisions. The methodology adopted was by way of interviews with shop stewards and officials of Lahti, a city of 100,000 inhabitants in Southern Finland. The interviews dealt with the master plan and its realisation, lasting from one to three hours, and form written material of almost 400 pages.

The majority of city plans were in accordance with the master plan but this, in itself, was insufficient in incorporating those needs that had aroused quickly. The master plan had worked on a static level of detailed land use planning, but failed as a dynamic strategy, since it was unable to assist in the evaluation of the effects different projects would have on the structure of the community.

Shop stewards thought that they should rarely make strategic land use decisions. Decisions are made on a short term item basis and hence it is difficult to evaluate their effects. In practice, the municipal land use strategy seems to be partly a result of short term periodic decisions.

A central factor in individual land use decisions appears to be, interest groups who are primarily pre-occupied with their self-interests. There is evidence to support the view that interest groups fail to advocate sound city structure or other common benefits. The benefits of the city are not as actively advocated, observed or "marketed" as the projects of other, different interest groups. Moreover, it would appear that, the role of a planning officer is not as important as are the agents of economic life.

It is essential to develop a new kind of planning culture and to enhance an improved inter-relationship between different officials and shop stewards. The emphasis should be placed on both human relations, communication and co-operation but also on the ability to "market" plans for a more successful future.

AESTHETIC QUALITY IN BUILT ENVIRONMENT AS A RESULT OF PLAN-MARKET INTERACTION: REFLECTIONS ON ENGLISH EXPERIENCE AND DEBATE

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If we look both at history and at recent evolution of real estate market, we realize that aesthetic quality plays a fundamental role in it, at least under many a circumstance. At present the pervading phenomenon of urban marketing is further developing the importance of this role.

On the other hand, planning has always laid special stress on this field, so much so that Luigi Mazza has located here one of the three main ideal types of planning's conceptual structure.

Nevertheless there is still a widespread dissatisfaction with aesthetic results in the building process. This paper aims therefore to investigate which aspects of plan-market interaction tends to determine aesthetic control's frequent failures. More specifically, it tries to sketch a general picture of this problem in the respective of somehow improving the effectiveness of a disciplinary approach.

Both last century history of aesthetic control in England and some cases of aesthetic control practice and debates in current English experience are briefly analysed with this object in view. Such analyses point out three different kinds of questions, respectively concerning: technical research and disciplinary trim, ethical values and social structure, practical organisation of bureaucracy and proceedings.

From the first point of view, the paper emphasizes these problems:

- how to obviate that "arbitrary principle" that seems to impugn any attempt of gathering widespread agreement on aesthetic problems;
- how to conceptually define those fields of aesthetics that can be usefully controlled;
- how to develop univocal and widely shared design rules;
- how to preserve technological and architectural research, though securing contextual fitness.

From the second:

- which principles can legitimate professionals to decide in the place of laymen;
- how to protect individual freedom of choice and expression;
- how to distribute costs and benefits;
- how to manage people's participation.

From the third:

- which is the most convenient burden of aesthetic control in building process;
- how to differentiate praxis in relation to typological domains and land divisions;
- how to optimise design guidance and planning advice;
- how to organise aesthetic controls in the bureaucratic system.

THE ROLE OF URBAN DESIGN EDUCATION AND RESEARCH IN A CHANGING SOCIETY

Georgia Butina WASTON

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This paper addresses the issue of the need for urban design education and research in the environmental and design professions.

The paper starts by identifying some of the key issues that need urgent consideration in our everyday planning and design practice. These issues are then related to the potential role that urban design training might play in enabling future planning and other environmentally concerned professionals to deal more effectively with the growing problems of our rapidly changing society.

The last part of the paper outlines the current structure of urban design teaching and research at Oxford Polytechnic and proposes methods for widening both the access and training programmes to future environmentally concerned professionals.

THE FEASIBILITY OF IMPLEMENTING DETAILED DEVELOPMENT PROPOSALS IN PRIVATE HOUSING IN BRITAIN

Jack WAWRZYNSKI
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The main objective of implementing a private development is to produce a scheme, within the planning framework, which yields sufficient return to the private developer and satisfies the market needs. The site selection process is to be based on a series of evaluative studies including planning restrictions, cost of development, physical characteristics of the site, and availability of infrastructure, etc.

Financial feasibility is going to be carefully examined and all the three components of residential development costs, i.e. housing site costs, the off-site infrastructure costs and the community facility costs will be taken into account. The factors determining cost variations will depend on the size of the scheme and its density, scheme mix and specification, level of provision of statutory requirements and other detailed factors concerning, for example, topography.

Following a number of case studies, it is possible to assess what percentage of a specific development cost is incorporated in a dwelling unit. Careful analysis of this breakdown would enable us to ascertain any possible cost savings.

The paper will also concentrate on the developer's mechanism of financial assessment of a residential layout incorporating, on the one hand, all of his output starting with land acquisition, cost of finance, legal, design and sales fees, marketing, and on the other, the retail value of the proposal and the expectations of profit.

Finally, the mechanisms of various forms of agreements with a local authority will be examined in order that a desired development takes place (building licence, deferred payments, marketing, etc.).

The paper is supported by selected case studies in Chester, Manchester and Derbyshire. Diagrams, balance sheets and colour slides will be shown.

INTERACTIVE LEARNING METHODS IN PLANNING EDUCATION AND PROFESSIONAL DEVELOPMENT: A TRANSNATIONAL COMPARISON

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The Nottingham Trent University, U.K
Wanda GACZEK and Jacek NOWAK
European Business Centre, Poznan, Poland

This paper will review the approaches developed in England for professional updating of town planners and how the approach has been used in courses developed in Poznan. The work of J. Webb in producing interactive learning material for the Royal Town Planning Institute, (Managing a Planning Department, 1984; and Economic Development for Town Planners, 1990) will be reviewed. The development of case study based simulations of planning situations and setting task for users of the learning manuals will be explained. The use of this approach for individuals to use and for group learning will be demonstrated. The development of training workshops for local government officers in management, in economic development and town centre management, developed by J. Webb with English Metropolitan Authorities will also be demonstrated.

Examples of this approach developed for English local government and the interactive learning approach will be critically reviewed by W. Gaczek and J. Nowak, based on an extended study visit to England. The relevance of these methods and how they can be used for training in local government in Poland will then be considered. The way the approach has been adapted for teaching courses in urban planning and economic development for local government in Poland, will be presented by J. Nowak. This will be a critical evaluation of the way the market has become an element in the planning and economic development and the building of links and networks in the development process; methods for targeting the use of funds for area renewal as part of the creation of new enterprises. The provision of information and research studies into local economies and the monitoring and evaluation of the local economy and community development. The use of the interactive learning approach to provide an experiential base for learning will be evaluated. The use of learning in interactive groups as a way to develop negotiating skills for creating partnerships between academic institutions, local government, private and public sector investors and the local community in the development process will be evaluated against planning education experiences in Poland.

The paper will then sum up on the problems and possibilities of developing and using interactive learning techniques for training in urban planning and administration.

PROBLEMS OF REHABILITATION IN THE SETTLEMENT OF INDUSTRIAL TERRITORIES: BELCHATOW INDUSTRIAL ZONE

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The location of industrial facilities such as: quarries, nitrogen plants, power engineering plants, etc. has a direct influence on the natural environment, cause its degradation and as such, plays an important role in the shape of the settlement on these lands.

In the years 1980-1985 the Institute of Architecture and Planning of Villages at the Warsaw Technical University, on request of the Polish Academy of Sciences, conducted research on the Belchatow Industrial Zone on: the cultivation of grounds, the economics of agricultural waste products and the effect of the mining industry on prospective changes of settlement in this territory.

Based on the results of the above mentioned analysis and taking into consideration "loss and profit statements" of the coal-mine and power engineering plant, it has to be pointed out that the lack of understanding of natural environment problems resulted in irreversible damage in agriculture and forestry. These factors affected the functioning of the settlement in villages.

This thesis (paper) mainly proves special results in the village settlements that were under the direct influence of constantly changing ecological conditions; its aim is to present ways of development, stagnation or degradation, of such a settlement in the region of Belchatow coal-mine and power engineering plant.

Taking into account the effects of this research, it can be stated that, as a result of the drastic intervention of the industry on natural environment, spontaneous adaptation processes in agriculture and especially in the village settlements, caused tendencies toward degradation rather than to dynamic development, as was scheduled in the program of the Belchatow Industrial Zone.

ILLEGAL BUILDING PROBLEMS IN THE PROCESS OF URBANIZATION IN THE TOWNS AND VILLAGES OF POLAND

Stanislaw WIETESKA

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One of the reasons why site-planning is getting worse, is just the chaotic building of the towns and villages. We can observe the kind of crisis of town-planning within the wider scope. The subject of the criticism is just disorder in the spatial economy. One of the reasons for this disorder is the occurrence of illegal housing practices (building lawlessness). This situation appeared in Poland a long time ago. During the time of transformation this situation has grown. This is especially the case with suburban territories and villages.

This illegal building can be understood in the two ways: formal and legal, as well as material.

The first definition, formal and legal, is concerned with the disregard of obligatory procedures within the scope of building, such as, labour. This occurs without the licence from proper authorities, without confirmed projects or discordantly with these projects as well as without technical control. That has similar meaning as "building lawlessness" or illegal building. It can concern the whole or part of building; labour.

The second definition, material, concerns itself with the process of realization of building work, that means discordantly with obligatory technical, architectonic, town-planning and aesthetic rules.

The word "spontaneous" has a special meaning for the way of human reaction, e.g. in the building trade. The "spontaneous" means the suitable way of action used just to achieve an intentional purpose. Words like "wild" and "out of control" mean action which is beyond legal building regulations.

The purpose of this article is to present illegal building development problems. The base of this study is: statistic data, author's studies, as well as the results of personal observations. The article attempts to answer the following questions:

- what is the mechanism of illegal building?
- what are the results of it? and
- What methods should we use to avoid this situation?

**PREPARING FOR PERFORMANCE:
THE DUTCH EXPERIENCE**

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The Fourth Planning Report Extra states new policies for the management of urban growth in the West of the Netherlands. The government intends to gear the location of housing, working, and infrastructure to another in the four largest Dutch cities, e.g., Amsterdam, Rotterdam, The Hague and Utrecht, and is using new methods of accomplishing this. This paper explores the preparation and performance of these policies. An important line of approach is the interaction between a context of command, in which the government tries to control developments according to their own ideas, and a context of accommodation, in which the planners have to accommodate to the interest of other actors to get something done.

**BALTIC GATEWAYS, NETWORKS
AND EUROPEAN SPATIAL PLANNING**

Richard H. WILLIAMS
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Baltic Gateways is a project under the Overture Programme designed to create better links and networks between North Tyneside (a municipality near Newcastle) and municipalities in Denmark, Poland and Latvia. The objects are to transfer advice and build up a basis for future economic development. The development of Trans-European Networks is one of the objectives of the Maastricht Treaty. Networks can be forms of communication infrastructure or for exchange of contacts and information. There is considerable growth of networks already. This paper will set out the extent of the progress towards a spatial planning framework for the EC and Europe as a whole, review the place of networks within this spatial planning framework, and consider the case of Poland and the Baltic region in particular, using information about the Baltic Gateways project as illustration.

THE DANUBE AS A PROMOTER OF THE INTEGRATION BETWEEN THE EAST AND WEST

Gyula WIRTH

Eotvos Lorand Tudományegyetem, Hungary

Nowadays, following the results of the scientific-technical revolution, the regional questions can be approached in a new way. The thinking on the level of the regions, promotes the reasonable application of the accomplishments of the scientific-technical revolution.

The problem of the region can be interpreted in a new system of conditions, as well as from the social side. Such a new condition is for example the economic integration, in the development of which, there are quality thresholds. The crossing of these thresholds is not automatic even in the case of the developed integration, where there is hard work from organizations beyond the national level, and in the interest of the satisfactory treatment of regional questions, evidence shows that there is a need for the internal development of the integration.

Regarding the integration, the situation of Eastern Europe has worked out in a peculiar way. The demand on the joining of integrating Europe was definitely formulated on the occasion of the change of regime.

Under these circumstances, the level of progress can be a determinant factor. The development of the cooperation between the small regions and provinces, having an historical connection, could be one of the favourable factors of its progress. At the level of the small regions we can find attachments and cultural factors, on the basis of which new close connections can be built up which could compensate the eventual counteracting factors. The river based settlements and areas of the countries along the Danube could create such a region. The integrating role of the Danube can become more and more important with the completion of the Danube-Rhine-Main water way. Along with the traffic and the transport, tourism plays an increasing role.

The "old" historical connections have to be implanted with new substance or advantages which should consider the new possibilities based on these relations. The World Exhibition in Budapest in 1996 is a good opportunity for this. This program can generalize the economy of the Danubian region not only temporary but, through the post-utilizations, even after the event. Similar programs and development actions can have an integrating effect on other places along the Danube.

It is also in the European interest to reach a high level of environmental protection of the region by integrating the Danubian basin. A line should be established which not only ensures the undisturbed European traffic but also offers new market possibilities to other regions of the continent.

In addition to this, the interdependence of the region, the strategy and the means of the development have to be made understood by the general public into an awareness within each country.

SPATIAL PLANNING IN THE MARKET ECONOMY

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The last political changes in Poland will have an immediate influence on the structure of the settlement network.

Settlements (urban and rural) are subordinated to different rules of spatial planning. In Poland, almost 38 per cent of the population has settled outside of the large agglomerations. The living and working areas connected with agricultural production has taken almost 90 per cent of the forests.

Rural settlement has a very different structure and its present state and shape has been linked very closely with the historical background. While the new structure of the settlements must be involved in a wide range of research in social, economical, environmental and other scientific fields.

The main features of the Polish rural settlements are their extensiveness, as well on the agricultural areas as the different kinds of villages and even buildings. Rules of the market economy will change methods of spatial planning as well on the urban areas as on the rural territory.

Small agricultural towns play an important role in the Polish settlement network. They are in a majority of cases, centres of communities; the smallest administrative and economic territory. The origins of a great majority of them go back to the Middle Ages or Renaissance periods and their plans have the specific features of historic towns.

Many of them are very valuable historical monuments, owing this to their old architecture. The economic market role of these small towns probably will increase and act as service centres, in particular for people in agricultural regions. In the context of country planning, this means that the planner must endeavour to create an environment where, they must take into account the natural factors such as soil, contours and hydrological, meteorological, and climatic conditions, etc.; where the fullest possible use is made of the available space.

Such big changes in population and settlement structures are connected with the necessity of advancing scientific theory and the creation of forecasting development.

TOURISM DEVELOPMENT PLANNING: EXAMPLES OF PROJECTS AT DIFFERENT SCALES

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In the time of a dramatically changing social and economic situation in Poland, there is a growing need for restructuring, if not a complete change of the hitherto existing economic system.

The search for new arrangements, aims at the best utilization of the areas which surround us. One of the recently undertaken activities is designing the strategies for tourism development at the local, regional and above-the-regional levels.

This lecture aims at showing the similarities and differences in the approaches towards creating such strategies, as well as at showing a process of decision-making on various levels of planning (a commune, a union of communes, a region, etc.).

The objects of research on the local and regional level are the communes and unions of communes situated in Central Poland. These are the ones which have decided to take a risk at developing tourism in order to make it one of their main sources of profit. Evidence which enables us to draw a more general conclusion is the result of research, as well as observations of actions undertaken associated with tourism development in chosen areas.

Evidence collected during simultaneous observations allows for a presentation of various examples on how to solve similar problems: from purely instrumental actions to active recognition by parties involved. The analysis of the ways in which the problems are solved allows for observations to be made of the whole spectre of actions characterized by, on the one hand, a central standardisation (above the regional level) and by a non-conventional approach on the other hand (local level).

An integral part of the action undertaken on all levels, is to avoid mistakes which arise from local development planning. Also, they should initiate cooperation with those parts of Europe and the world, which have already finished their stage of tourism development planning.

One of the parts of this project is a presentation of a versatile model of actions undertaken at the first stage of planning, "access path". Creation of a similar model for solving further questions is, in the author's opinion, not possible, because of the specific character of the areas and communities, (especially considering a level of communes).

The closing part of this presentation is devoted to an explanation of the reasons for the differences in flexibility and accuracy of decision-making on various levels of territorial planning.

EVALUATION OF THE POLISH LANDSCAPE FOR TOURISM

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In this work, an attempt at evaluating the Polish landscape for tourism will be presented. It should be noted, that never before was such a work completed for the entire Polish territory, as it is done now. The main goals were to elaborate the typology of landscapes as regards the view, and to evaluate the aesthetic value of the defined types of landscapes in the Polish territory.

The typology of landscapes was based on the analysis of the relief of the terrain, of vegetation cover and of man-made features. Respectively, three partial typologies were completed, as a basis for the final comprehensive typology. Taking into consideration the relief of terrain, four types and ten sub-types of relief were distinguished. They are: flat terrain of deltas and valleys, undulated terrain of moraines and dunes, hilly terrain of moraines, dunes and residual hills, mountain terrain with different altitudes with Alpine or fault relief.

With regard to the vegetation cover and other environmental factors, the following elements were considered: forests of mixed and coniferous trees, arable land, grassland, water bodies, built up areas of villages and town, and industrial areas. The landscape typology with regard to the transformation of the landscape by human activity was based both on natural and man-made factors. The degree of filling of a given area by the man-made phenomena is a crucial factor in the classification of the given landscape.

The six degrees of the man-made landscape transformation were established. The "comprehensive type" of landscape is determined by the summation of the dominant type of relief of the terrain, of the dominant type of vegetation and land use and by the dominant degree of man-made transformation. The scenic value of distinguished landscapes was determined on the basis of sociological research. The social perception of the landscape was investigated by the people involved in tourism, who were university students and/or working in the tourism business. The comprehensive evaluation of the scenic value of the landscape is a sum of partial estimations, as mentioned above. To simplify a very differentiated mosaic of values obtained as a result of the detailed analysis of all data, three basic groups of landscapes were determined, that is, those with the greatest high and low value.

It should be noted, that in collecting the data, the basic field of 25 square kilometres was used.

THE EVOLUTION IN THE STRUCTURE OF WORLD CITIES

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In 1985 - 1990s all over the world, the structure of cities has changed from different perspectives, resulting from technological development, policy, economy, life style, and human behaviour.

Yet, their evolution levels have changed according to the speed and structure of society. The evolution of structure, land use of the area, space organisation and a new group balance are reflected in the cities that are becoming the symbol of the country, with its identical, social, economic or political characteristics, like: New York, Washington, Tokyo and Istanbul.

The cities have international culture, economy, policy, technology, capital and a flow of information, therefore, their planning approach and space organisation has to be different from other cities which have standard specialities. At the end of this development process, Turkey noticed and reflected upon her own structure and had to adopt a new role within this concept.

In this paper Istanbul's new role-identity and its regional function will be examined and discussed.

REUNITING CARDIFF WITH ITS WATERFRONT: BUT HOW DO WE GET THERE?

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The Cardiff Bay Development has been described as "one of the most ambitious regeneration projects ever seen in Europe", covering some 2,700 acres, and with wideranging impacts beyond its immediate boundaries.

Controversy, local, national, and international has surrounded the proposal to construct a Barrage across the Estuary of the Rivers Taff and Ely. This has tended to eclipse the perhaps more fundamental transport problems of linking the new Bay development to the rest of the city, and, even more significantly, to its wider hinterland, particularly for the purposes of commuting, if the Bay is to contribute to alleviating Wales' employment problems. A combination of geographical factors, with changing environmental policies, has led to an increasing emphasis on Public Transport provision.

A number of studies have been undertaken on this topic, looking at both the fundamental transport problem, and also at solutions which have been tried elsewhere in Europe. These include GLT /"Guided Light Transit" - a bus(tram/trolleybus hybrid), independent light rail (tram), and combined heavy/light rail possibilities (as at Karlsruhe). Other possibilities to explore include multi-modal metro (as in Amsterdam), and guided (diesel) bus system (Essen/Adelaide), as well as assorted variations on the "traditional" bus.

The paper seeks to place these possibilities into a wider planning context, and to discuss the way the several decisions inter-relate. Current thinking and developments on the ground will also be reported.

ENVIRONMENTAL ASSESSMENT OF ROAD PROPOSALS

Chris YEWLETT

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The 1985 EC Environmental Impact Assessment Directive (85/337) now requires Environmental Assessment of major projects, including new road proposals. The appropriate UK provisions are briefly outlined (Highways Act, 1980, Sec 105A; Dept. of Transport Manual of Environmental Assessment, 1983).

The practical problem to be addressed is that detailed studies of this kind will not be undertaken until a definite construction proposal is made. However, inclusion of a "protected route" in Statutory Development Plans can create so much commitment to the road that it becomes virtually inevitable; alternatives are not seriously studied. Although this problem has been recognised, in the SACTRA Report, and the Government's "Response" (1992), the practical problems remain.

This will be illustrated by a brief case study of a particular proposal in South Wales, where an "eagerly" Assessment was undertaken by the University. The findings, and possible integration into the longer term planning process, will be briefly discussed, and some conclusions presented.

THE LEVEL OF SELF-ORDERING IN THE CRACOW REGION

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The crucial element for systems for territorial organization studies is the spatial scale of analysis. Each level supplies its own contribution to the organization of the whole system, what can increase the complexity or create disorganization.

As a result, system homogeneity internally might, at a higher level of hierarchy, lead to non homogeneous structure.

This paper is an attempt to analyze the concept of order in a regional hierarchical structure. For measuring self-ordering at each level of hierarchical system, a method based on the principles of information theory, has been used.

An empirical analysis of spatial self-ordering is performed based on data of land utilization in the Cracow region. The paper examines the order defined at different hierarchical levels of scale (whole region, core and ring, district, etc.). It mainly explores the following questions: What is the level of complexity at each hierarchical level? What is the impact of the transition to a market economy on spatial self-ordering?

THE MODEL FOR THE FUNCTIONING OF THE POLISH SULPHUR INDUSTRY IN THE SOCIAL, ECONOMIC AND NATURAL ENVIRONMENT

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While the worldwide supply of the natural resource of sulphur is concentrated within a limited number of countries, this calls for the necessity of the implementation of some special characteristic rules for the use and exploitation of such resources.

This can be noticed also in the Polish Sulphur Industry, as this industry has, within the framework of Polish economics, a special role in the production of raw materials in this country.

The purpose of this report is to try to construct a basic model for the functioning of this industry, outlining its influence on the social, economic and natural environment within the new Polish market economy.

Initially, the interactional effect between the various factors, as stated above, will be described, outlining the aspects: local, regional, national, as well as the international environment, taking into consideration the different kinds of relationships, active as well as passive.

The basic factor in the development of this industry in Poland is that the vast deposits of natural sulphur are in great demand, on the local as well as the regional level, combined with this, there is a great demand for this material on the international market.

In the building of this model there is an attempt to give some proposals for the introduction of controlling instruments in order to facilitate the transformation of this industry.

THE EVOLUTION OF THE RELATIONSHIP BETWEEN CITY AND COUNTRY IN PLANNING ECONOMIC DEVELOPMENT AND TERRITORY: THE CASE OF SARDINIA

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Since the second post-war period, the fundamental characteristic of planning economic development in Sardinia has consisted, on the one side, of ascertaining the delay with respect to the rest of Italy and, on the other side, of the attempt to fill such a gap through sectorial intervention, often presumptuous, which turned out to be mere exercises of application of development models to the regional socio-economic structures, which revealed to be extraneous to the socio-cultural and environmental features of the local communities. According to such a conceptual framework the questions of the relationship between city and country in Sardinia, its historic evolution and its interactions with regional development policies are treated.

In this paper such an evolution is investigated, from the second post-war period until now, trying to put in evidence a medium and short run scenario for future developments related to economic and territorial policies adopted by the regional administration.

The historic evolutionary process is substantially characterized by three main phases corresponding to three different ways of interpreting and planning the regional economic development of Sardinia.

In the first phase, roughly the period between the end of the second world war and the mid 50s, the economic development planning aims to maximise the agricultural resources. During the second phase, between the second half of the 50s and the end of the 70s, economic policies are strongly biased by the industrialization goals, which are tied to a progressive territorial urbanization.

Finally, the third phase is characterized by a "vocational" recovery of the traditional human activities, although filtered by a post-industrial economic structure, with a growing awareness of the importance of the protection of the environmental resources, in terms of economic development. From this point of view, a balanced relationship between urban and rural situations is also fundamental that has not been destroyed, yet weakened, by the unilateral policies of the preceding phase.

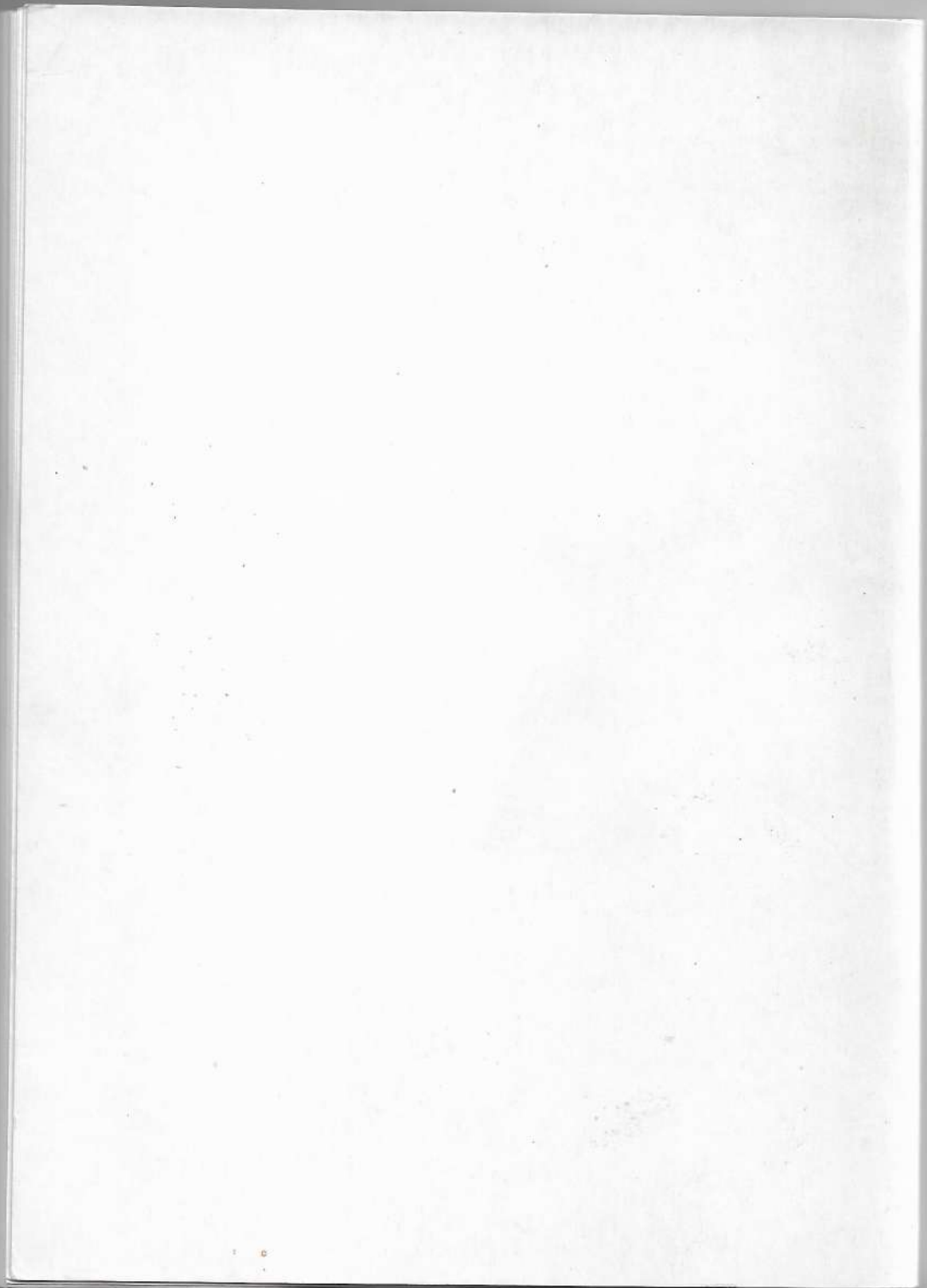
The recovery of planning policy which integrates the local human activities and the protection of the environmental resources to promote economic development has to correct redefinition of the relationship between city and country as an essential point of reference, since this is a clear and immediate expression of the territorial health. Therefore, this policy has such a relationship as its main indicator to monitor its effectiveness and its efficiency.

**PRIVATIZATION AND THE FAILURE OF THE STATE
RETIREMENT SYSTEM: WHY THE CURRENT EAST
EUROPEAN PRIVATIZATION PLANS WILL HAVE
LITTLE IMPACT ON LONG-TERM ECONOMIC
EFFICIENCY**

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I. Recent economic reforms in Eastern Europe show that stabilizations are achieved best in the most centralized economies. The instruments of central control are modified but their main objectives remain unchanged. I argue that the whole concept of "stabilization followed by privatization" is internally inconsistent, i.e. stabilization by definition stabilizes the system while the privatization's main objective is to destabilize the economy to shift it out of the inefficient equilibrium. II. Successful stabilizations eventually fail to produce a sound economic environment. They bring to life a massive public lobbying in favor of domestic and international protectionism, favorable tax treatment of labor income at the expense of capital income, and push the democratically elected governments into chaotic centralized management over the collapsing economy. III. Any privatization to succeed must lead to the reduction of the government's share of the GNP. Current privatization schemes attempt to transfer ownership titles to the population. They do little to reduce the role of the government in providing retirement benefits and other social entitlements. In the near future the inevitable growth in social entitlements, caused by the increasing number of retirees accompanied by mass emigration of the young generation, is bound to force the government to increase taxes on newly privatized companies, and thus, eliminate most of the benefits of private ownership. There is little doubt that capital income will become the primary source of tax revenue. IV. The state sponsored and financed retirement system must be drastically reduced. This can be only achieved through privatization that favors the older generation. Privatization of retirement plans and an economy-wide shift to "defined contribution" retirement arrangements would inevitably lead to increased voluntary savings in the future. V. The privatization cannot be accompanied by discriminatory treatment of capital income. As assets are fairly privatized, savers should not be punished for their services to the society. Instead, saving and investing directly in productive assets should be forcefully encouraged in all Eastern European economies. Income from dividends and capital gains should not be taxed at rates higher than labor income. It is strongly recommended that special tax-free or tax deferred accounts be created similar to the U.S. retirement plans. VI. International comparison of experiments with retirement arrangements is provided. The paper presents a detailed privatization plan that offers a realistic chance to put East European economies on the path of long-term economic growth.





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ABSTRACTS

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