

URCH BAAN NGE

THE PROSPECT
OF TRANSFORMATION

EDITED BY IZABELA MIRONOWICZ & JUDITH RYSER

WROCLAW 2011

UN HABITAT



ASSOCIATION OF EUROPEAN SCHOOLS OF PLANNING



Wrocław University of Technology

URBAN CHANGE

THE PROSPECT OF TRANSFORMATION

EDITED BY IZABELA MIRONOWICZ JUDITH RYSER

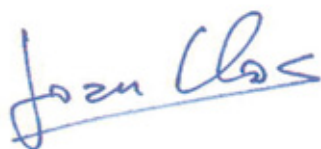
AN OUTCOME OF:
EUROPEAN
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FOREWORDS

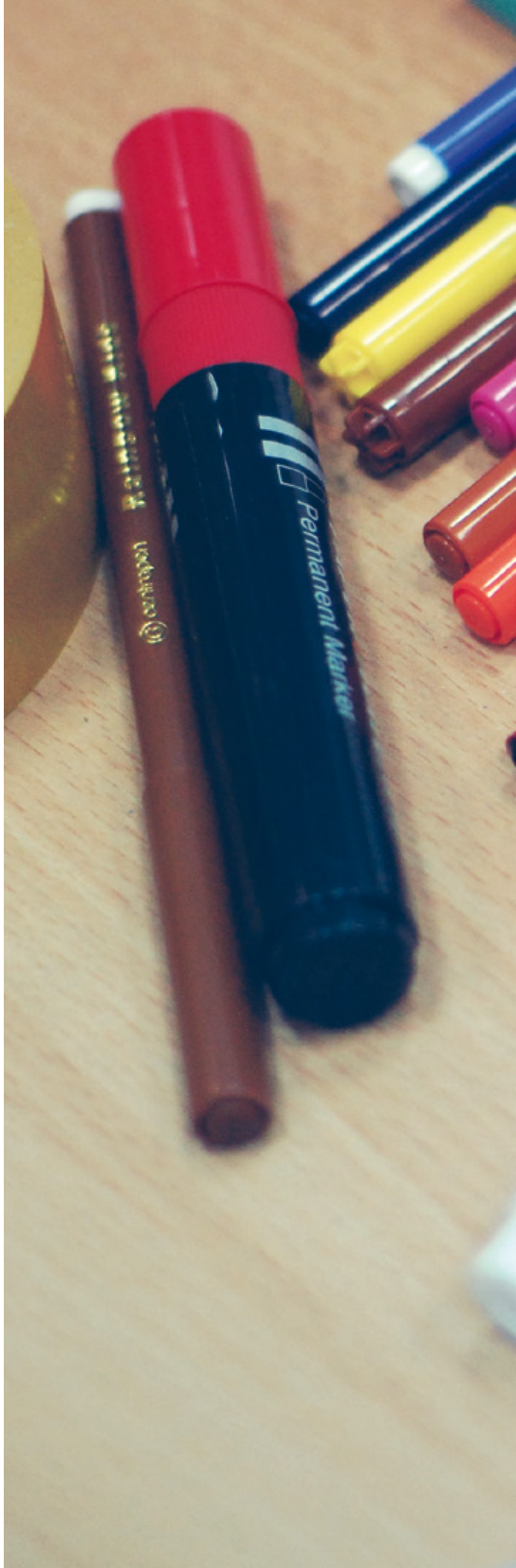


JOAN CLOS

- > I am pleased to be able to introduce to you a very welcome publication on the European Urban Summer School which took place in Wrocław in September of 2010 thanks to the hard work of the Wrocław University of Technology's School of Architecture with the support of our UN-HABITAT office in Warsaw. I also want to thank the partner institutions in this project: our main partner Association of European Schools of Planning (AESOP) ISOCARP and EURA, as well as the Lower Silesia Marshall Office and the City of Wrocław local authorities for their cooperation and support. As a result, at a 10 day summer school over 20 lecturers and 50 students from all over Europe had a chance to meet and look at practical cases of how to create a balance between heritage and development.
- > It is published at a time when many countries in Europe are re-defining urban planning. That redefinition has to take place because urban Europe is contending with challenges of depopulation of cities, urban sprawl and the need for revitalisation of inner city areas. It is increasingly difficult to deny that the downgrading of planning has contributed to the problems being experienced. Not only does that lead to development which does not include adequate provision for public space or infrastructure but it can also contribute to exacerbating environmental problems.
- > UN-HABITAT has consistently advocated the need to ensure that urban planning takes account of heritage and that cities should be compact rather than sprawling. Our aim is to create cities that are economically and environmentally sustainable, cohesive, and socially inclusive. No development can be sustainable if it does not take account of local heritage and culture.
- > We are also convinced that it is local government, in liaison with civil society which should have the powers and resources to tackle these issues. However, we recognise that there must be room for a legal and supervisory framework to protect both individuals and communities from unsustainable forms of development.
- > I am delighted that the European Urban Summer School initiative has born its first fruits and UN-HABITAT look forward to future editions of this welcome development.



/ UNDER-SECRETARY-GENERAL AND EXECUTIVE DIRECTOR
/ UNITED NATIONS HUMAN SETTLEMENTS PROGRAMME
/ (UN-HABITAT)





KRISTINA L. NILSSON

It is a pleasure to write an introduction to this fruitful < summer school arranged by the Faculty of Architecture at Wrocław University of Technology. It was an honour for AESOP, Association of European Schools of Planning, to have been co-organiser with support from the UN-Habitat, especially its Warsaw Office. A group of planning practitioners and experienced academics have exchanged knowledge and experiences and skilled researchers from AESOP member schools all around Europe have acted as tutors.

The summer school has focused on current planning < challenges in European cities, where there are often conflicts between urban development and conservation of built-up areas and buildings. New building development is frequently stronger than historic preservation. The summer school has collected a number of interesting papers concerning the management of heritage values in urban regeneration. There are original examples of integration between heritage and development.

The papers are selected under three main categories. Past: < Inherited City, Present: Constant Process of Change, Future: New Form of the City. They give planning practitioners a broad range of issues from which to derive valuable experiences. The collection of case studies can function as empirical base for further studies and research. We at AESOP are thankful for the productive results from this summer school.

Kristina L Nilsson

/ PRESIDENT OF ASSOCIATION OF EUROPEAN SCHOOLS OF PLANNING (AESOP)



OLGIERD DZIEKOŃSKI

DEAR ORGANIZERS, LECTURERS AND PARTICIPANTS OF THE EUROPEAN URBAN SUMMER SCHOOLS,

- > I would like to thank you for inviting me to attend the European Urban Summer School in Wrocław, which is co-organised by the UN-Habitat, the Faculty of Architecture of the Wrocław University of Technology and the Association of European Schools of Planning. I do welcome the fact that that this interesting event will bring together young urban planners from all across Europe. I very much regret that I will not be able to take part at this meeting but I would like to seize this opportunity and get some of my comments across to all those who are involved in this event.
- > The challenges regarding urbanisation in Europe and in the world as a whole require an international discussion. The activities and good practices, attained by local communities which thanks to decentralisation of powers can get actively involved in spatial planning and management processes, are worthy and need to be disseminated. Urbanisation in countries which are subjected to rapid social and economic changes creates new opportunities. Urban sprawl is not an adverse phenomena in itself. It is an inevitable trend in transition countries where people are eager to afford appropriate housing standards. So it can serve as an opportunity to build new towns, new urbanisation with high landscape standards and opportunities for human beings. That is why I think that cooperation between international urban planners can play a very special role in this regard. People who are involved in the spatial planning professionally are well aware that the urbanisation proces is inevitable. But they are also required to meet the imperatives of reasonable spatial management and sustainable development. Urbanisation shall always be seen as a human activity. Hence one can say that urban planners create the living environment for human beings as well as a space for social, work and leisure time activities, thus shaping the culture of human settlements. I am very delighted to welcome an initiative to share experiences between urban planners from all across Europe. It is also my sincere hope that this form of cooperation will be enhanced in the future. Let me also thank the UN-Habitat and co-organisers for promoting and preparing this event. I believe that the European Urban Summer School will create fully-fledged networks of contacts between young urban planners in Europe. I am hopeful that the participants of this meeting will serve as ambassadors of the new urbanism.

Warsaw, September 2010

/ UNDER-SECRETARY OF STATE
/ MINISTRY OF INFRASTRUCTURE



IZABELA MIRONOWICZ

> One day in December 2009 I was sitting working on a book we produced after the International Urban Workshop, 'Gardens of Art'... The morning was bright and a little bit misty and through the window I saw the tower of St George's church in Kidderminster, in the UK. I was thinking that I was a little bit tired with urban workshops, summer schools and all these activities which cost a lot of efforts and I was wondering whether I should rather focus on something more quiet. That day I have got an email from Krzysztof Mularczyk, Head of UN Habitat Warsaw Office:



'UN Habitat wishes to organise a summer school for young European professionals in urban planning. Could you please help?'

> Well, I knew that there would be a lot of work ahead and again, that very soon I might regret my 'yes' but there was something exciting in two key words – **Europe** and **Urban**.
 > What is meant by 'Europe' – I was thinking?
 > Poland? Spain? Greece? Ukraine? Alsace? Brandenburg? All together?

Or rather it is something about European 'spirit', < soul of Europe?

Why should we gather European planners to < discuss urban matters? I am talking about Europe not the European Union... Is there something we understand in the same way?

Well, the first answer might be – history, tradition, < heritage... but what is history?... Wars, battles, takeovers... Till now we cannot tell the same story when we are writing history...

But we all – Portuguese and Finnish, Croatians < and Irish understand the music of Mozart, Chopin and Bizet, our imagination is shaped by Ariosto, Shakespeare, Goethe, Delacroix, Picasso...

The European soul is about culture and values < not about history.

Europe is more a concept and an idea than a place < and history.

Place and history are included in this concept, but < Europe is created by an ingenious vision rather than against the backcloth of history... Our identity is a matter of choice.



- > And then I realised that one of the most important components of European identity is the city. Culture and lifestyle, innovation and knowledge, ideas and art... these are 'urban things'. They are the basis of our European identity...
What is essential about cities? What are the key words for city?
- > For me: change, transformation, movement.
- > This is to say that being rooted in culture and tradition cities are focusing on the future. This is why they are rebellious, immodest, even arrogant... this is why they are fascinating.
- > What have cities learnt from the past? Probably that the future cannot be more like the past.
- > This is why we have to study cities carefully and constantly as well as the concept of 'urbanity', an essential part of our European identity.
- > I was thinking that we have to define our role as urban planners in this context. We do not need to analyse structure or 'make plans', or introduce policies...

What I believe we need is – **to imagine the future.** <

This is a challenge. This needs creativity and knowledge, courage and confidence. This is why all of us – invited tutors and young professionals, the Wrocław Dream Team and many others were in Wrocław in September 2010.

1279 years ago, on 10th October 732, Charles < Martell and his army won the Battle of Poitiers. A chronicle describes this event: 'Europeans have won'...

Probably this was the first hint of European < identity. Probably this was the first use of the word 'Europeans'.

We, young European planners (well we are all < young, only a few of us have a little longer practice in being young...) **we have to imagine a better urban future.**

**THIS IS OUR TASK. AND OUR CHALLENGE.
I WOULD LIKE TO WISH ALL OF US TO HAVE
NO LIMITS TO IMAGINATION.**

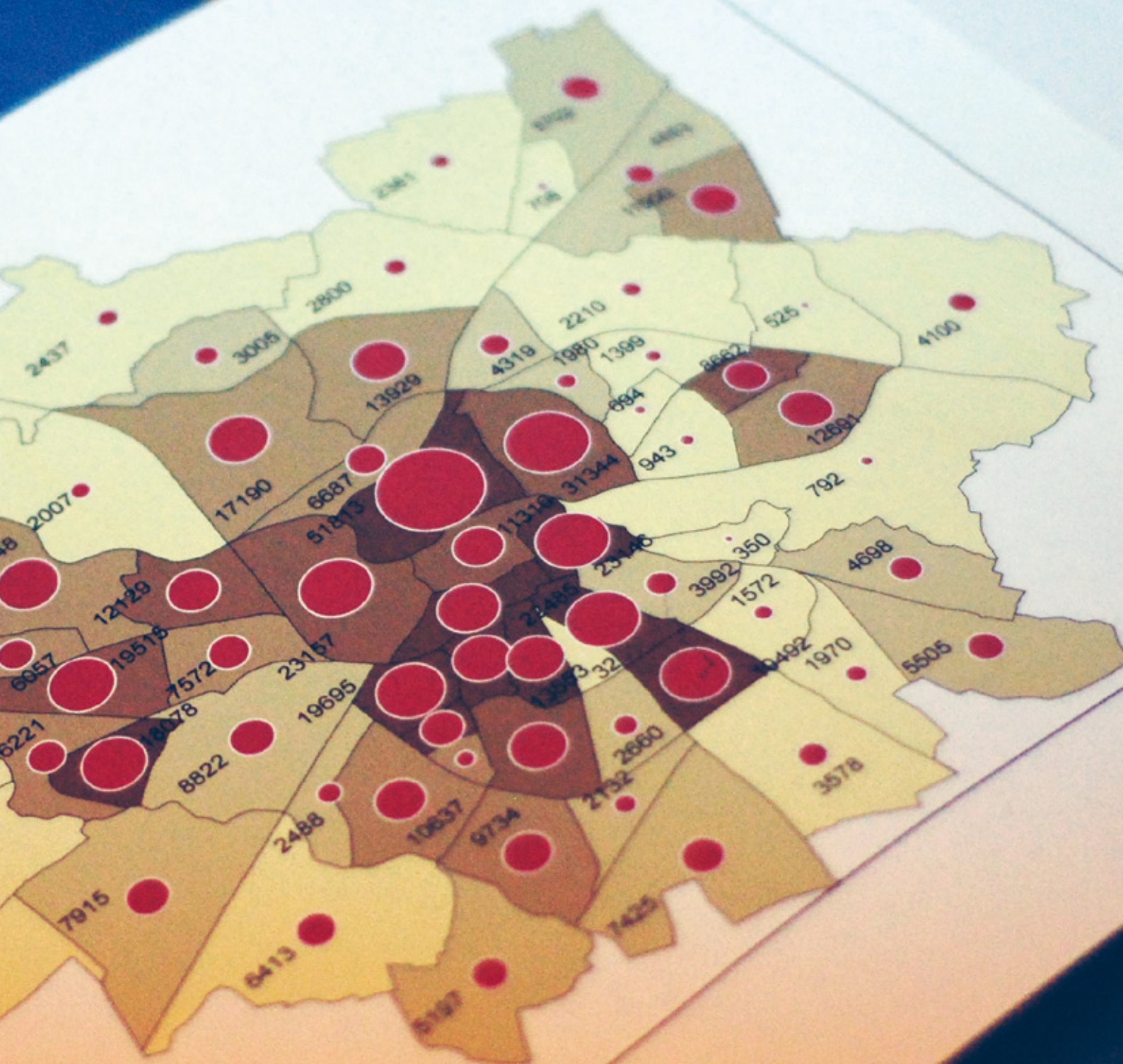
habda Mironowicz

/ HEAD OF EUSS 2010

KRZYSZTOF MULARCZYK

- > On a spring day in April 2008 I sat in an airport lounge with Olgierd Dziekoński, then a minister in the Ministry of Infrastructure now a minister in the Presidential Chancellery, and Anna Tibaijuka, then the Executive Director of UN-HABITAT and Undersecretary General of the United Nations (today the Minister for Housing and Member of Parliament in Tanzania). As we were waiting for Anna Tibaijuka's flight to be called for departure we got round to discussing what UN-HABITAT could do for young people starting their career in urban planning and development. Olgierd Dziekoński gave us the idea of an annual summer school that could be used not only to exchange ideas and transmit knowledge and experience but also to build a network of such young planners.
 - > The idea of the European Urban Summer School was born.
 - > At first, bearing in mind that the remit of the Warsaw Office of UN-HABITAT I manage is the region of Central, Eastern and South-Eastern Europe, I began to think about organising an event for these regions. Fortunately in late 2009 I met Izabela Mironowicz from the Department of Architecture at Wrocław University of Technology and we began to think together on how this event could be organised. Izabela managed to persuade me that such an event should be pan-European. She was right. Europe does not begin and end at the borders of the European Union. And the spirit of the United Nations and UN-HABITAT has always been to be inclusive, not to build new divisions or ghettos. It was agreed that the European Urban Summer School would be open to students and tutors from all European countries.
 - > The final decision to go ahead with the school off the back of some funding from the Warsaw Office and some funding from the Region of Lower Silesia came in the winter of 2010. We had very little time and lots to do. Fortunately Wrocław people don't believe in time constraints and we moved at break-neck speed to start the recruitment of participants and tutors and to prepare a full and exhaustive programme for the School.
- I must thank most warmly Izabela Mironowicz and her team at the Department of Architecture of the Wrocław University of Technology for the tremendous effort that was put into preparing a stimulating event. I must also thank the administration of the Wrocław University of Technology for putting up with UN procedures and apologise for the hair loss they probably cause. I also want to thank all the tutors who came and not only taught but also participated in the school. Finally I want to thank a great bunch of inter-disciplinary people, the participants of the European Urban Summer School who worked extremely hard and with great imagination to complete the cases. It is thanks to you that this publication can appear. It is thanks to you that the European Urban Summer School took place.

/ DIRECTOR
/ UN-HABITAT WARSAW OFFICE





ABOUT THE BOOK

EDITORS IZABELA MIRONOWICZ JUDITH RYSER

- > This book presents the outcome of the European Urban Summer School 2010 which was quite a complex event. We wanted to include both scientific outcomes reflected in the academic papers of the tutors and practical understanding emerging from the solutions proposed by the young planners. The latter had been working on particular tasks conceived by the organisers and described in the book, together with the overall idea of the school.
 - > The main concept of the book is to intertwine papers and case studies with the editors' comments which slide like a snake through the book. Printed on the blue pages they are introducing each part, explaining the background and synthesising the presented material.
 - > The book begins with a brief description of the concept and issues of EUSS2010, followed by two presentations: the place (the City of Wrocław) and the teams of young planners who participated in the European Urban Summer School.
 - > The main body of the book is divided into three parts. The first part discusses the problem of heritage and its relation to development, the second focuses on transformation processes of cities and tools of intervention, and the third explores new form of the city. The three parts relate respectively to the past, present and future.
 - > The tutors' profiles are presented after the final summary and the book finishes with acknowledgements and the team working on the European Urban Summer School in Wrocław. At the very end we allowed ourselves to present some thoughts for the future.
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**EUROPEAN
URBAN
SUMMER
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CONTRIBUTION

CONCEPTS AND ISSUES OF THE EUROPEAN URBAN SUMMER SCHOOL IN WROCLAW

> Urbanisation is a global process, yet it has left a particular legacy in European cities which constituted the content of the 2010 UN-Habitat European Urban Summer School. Young professionals and tutors with diverse backgrounds congregated from all over Europe and beyond in a central European city to gain a better understanding of urban change. Reconciling heritage with development was the challenge to achieve a more sustainable urban future. 'Sustainability' was conceived here as a balance between historic legacy, regeneration and citywide urban transformation. Wrocław, the host city generously provided the empirical setting to test these assumptions, to verify their validity through international comparisons, and to offer young professionals the opportunity to elaborate interventions towards a more sustainable urban future.

WAS THE PAST SUSTAINABLE, IS HERITAGE SUSTAINABLE, IS THE 'NEW' SUSTAINABLE?

There has been an intense debate about how badly humans, or more precisely modern humans – have affected the natural environment, social relations and the economy, and it has been widely agreed that human influence has made things worse rather than better. <

The young professionals and experienced academics who participated in the European Urban Summer School examined these affirmations critically and looked for independent answers to this conventional wisdom about the 'good old times'. This led to the study of three main aspects of urban development: environment, society and economy, by comparing 'old' with 'new'. By exploring essential differences and similarities and focusing on pertinent questions followed by reasoned answers, the participants aimed to discern whether the future should be like the past. <

ENVIRONMENTAL ASPECTS OF SUSTAINABILITY

New city forms stemming from urban growth are continuously emerging and urban sprawl is commonly considered a more recent urban change. A key question was whether urban sprawl is detrimental to human settlements? <

What kind of congestion or, more generally, what transportation consequences does modern sprawl generate? What kind of urban sprawl or 'settlement heritage' exists in different European countries? How do these models of settlement affect climate change? What was better in the past, what is better now? What is a 'good model' of urban structure in terms of environmental sustainability? How is it possible to ascertain quality for a rapidly expanding quantity of built environment? <

These questions are important for the majority of people as more than half of the world's population has been living in cities since 2007. Wrocław with its rich and varied settlement traditions provided an excellent case to study these issues, to try to discover general rules, and to find local solutions. <

SOCIAL ASPECTS OF SUSTAINABILITY

- The social dimension of sustainability encompasses many aspects. In the broadest sense it concerns quality of life and cultural differences. Translated into the use of space social sustainability could represent the 'right to the city'. Migration leading to social, ethnic and religious diversity has always formed an important part of European cities.
- Focusing on the topic of social diversity enabled the participants to examine whether European cities were balanced in terms of 'right to space'? Are modern gated communities a kind of sickness in the city or are they simply a new way to express power, segregation and differences? Were there earlier forms of gated spaces and who had initiated and used them? This leads to the crucial question of what is (or might be) private and what is (or should be) public in cities. If there is a right of citizens to 'common space', how can it be translated into spatial solutions, how are spaces selected, designed, managed, maintained, and who has the right and responsibility to use and transform them?
- Cultural differences and their influence on quality of life are thorny issues of social sustainability. Does everybody have a right to express their cultural identity in the city? Where are the limits of such expressions? Is there a right or a need of 'cultural engineering' in our cities? What is better: social mix or separation, or a combination of both? Is it possible to identify 'urban divide' in European cities?
- What is the spatial expression of such divisions?
- How did they manifest themselves earlier?
- All these issues lead to the more general question of whether there exists a cultural model for the European city. How may 'shared places' be arranged to attract all? What is the best policy for public spaces? Focusing on residential areas, the summer school explored 20th century housing traditions. Different models of housing developments were analysed, and their strengths and weaknesses identified. The study included public facilities and the way they affect quality of life.
- A very special moment in Wrocław's urban history is the population change which took place after the Second World War. How did this influence the

form and 'use' of the city? This question invited an analysis of cultural identity and heritage in terms of 'social memory' and whether a 'historic bridge' between past and future citizens has been built or whether there was still a need of constructing such bridges also within the wider context of the city.

ECONOMIC ASPECTS OF SUSTAINABILITY

The approach to economic sustainability focused on whether European urban heritage should be preserved, retained, developed, or transformed. The issue was whether heritage has an intrinsic value and whether such value would be social, economic or spatial. Should heritage and the cost of its preservation be considered as an investment? Who should pay for it? Is there a 'demand' for the 'old'? Does 'real' preservation of heritage exist *per se*, or is heritage used for its own purposes and in people's own way? Is heritage an element of transformation or of preservation? What is more essential for cities – change or persistence of its form? How is 'historic' defined? How was it treated in the past? Were there economic reasons in the past to preserve city forms or to change them fundamentally? How do new ideas from the more recent past (i.e. 'garden city') relate to the longer term past? Were such ideas 'innovative' at the time, or were they reinventing the past then, and when did they become 'history'?

The participants studied what 'heritage' really means and in what way it affects urban form and citizens' welfare. Does 'heritage' help to create the 'good city'? An answer may lie in the definition of essential features of revitalisation, not as a process of preserving but as one of using heritage as an important part of sustainable life. Thus, sustainable urban economics may not mean 'economic' profits alone, but 'social' profits as well.

The European Urban Summer School aspired to devise models of thinking to describe the past, to analyse the present and to conceptualise the future of cities, and to propose steps of intervention which may leave a more sustainable urban legacy for future generations.

DREAMS AND REALITY

QUICK REVIEW OF IDEAS

CASE STUDY OF WROCLAW

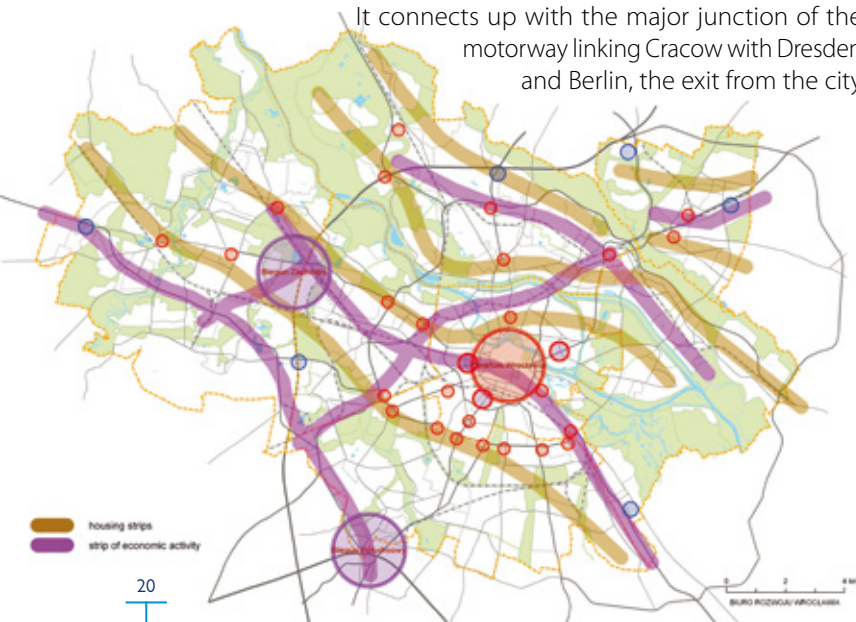
TOMASZ OSSOWICZ POLAND

This paper is about ideas, dreams of Wrocław planners and municipal managers and about what happened as a result of these dreams. It is not a complete review of planning and planning policy implementation in Wrocław, but only of selected ideas. Thus the paper is divided into dreams rather than chapters.

DREAM 1: STRIP CITY STRUCTURE

- > Analysing the existing Wrocław city structure, one can see something like a series of strips, most of them parallel to the Odra River (Fig.1). Some of them are dominated by housing, others by various economic activities. The housing areas are alternating with the strips of economic activities. The city structure is similar to the composition of a Big Mac with its many layers of bread and meat. Such a spatial arrangement is very efficient for the functioning of the transportation system. During the rush hour the majority of roads and lanes in both directions are used equally by car traffic. Also tramways going in opposite directions are equally full of passengers. Both empirical research and traffic computer simulations give evidence of this transportation system 'behaviour'.
- > The first planning dream is to continue this structure composed of strips by reinforcing existing strips and creating new ones. Two new strips are planned: the South-West Economic Activity Strip and the North Housing Strip. The transportation backbone for the first one is the new road called Axis of Economic Incubation. It connects up with the major junction of the motorway linking Cracow with Dresden and Berlin, the exit from the city

to the west, and is running nearby the city airport. The initial, southern part of the planned strip is equipped with infrastructure as well as with a secondary street system, and is being developed step by step. For the major parts of the North Housing Strip a master plan is being elaborated. Findings for the whole structure of the city are based – among others – on results of long series of simulations for spatial allocation of activities made with an ORION model. This model, constructed by Zipser (1994) and his team at the Wrocław University of Technology, simulates the allocation of many activities, while factors of contacts and conflicts between activities as well as features and capacities of various zones are taken into account. According to existing plans the city structure has to consist of over 240 clearly distinguished entities divided into 20 types: city centre, inner city zones, culture zones, facility centres, service zones, economic activity zones, academic districts, multi-family housing neighbourhoods, smaller scale housing neighbourhoods, single-family housing neighbourhoods, landscape housing neighbourhoods, former small towns, former rural villages, recreational zones, parks and green zones, cemeteries, riverside zones, infrastructure zones and, special service areas. Entities of predominantly housing character are to be assembled in housing strips, while the ones accommodating economic activities, service and facilities are located in the economic activity strips. The system of strips continues outside the city within the Wrocław Metropolitan Area (WMA) with about 1,1 millions inhabitants. It is visible on the map which is assembling all the structure plans of the 42 independent communes in this area. There are no formal plans for the WMA yet, but the city collaborates informally with all the communes to create a cohesive spatial structure. This is a very long-term planning dream. Although it has been successfully implemented since 1998, its implementation needs a strong follow up and a lot of local actions.



1. Strip structure of Wrocław

source:
Wrocław Development Office

**DREAM 2:
 SPECIALISED BUT MULTIFUNCTIONAL CENTRES**

> The second selected Wrocław planning dream is to make the city structure polycentric. The important goal is to reinforce existing centres and to create new ones within the city. This idea cannot only be based on the concept of hierarchical, multifunctional centres located in central places of neighbourhoods and districts. During the last decades the behaviour of customers changed. Many people satisfy their needs much farther from their homes. They are ready to travel longer distances to buy things for everyday use, to eat something, to recreate, to visit a doctor. The 'catchment area' of these centres, which we want to develop, must be larger than for neighbourhoods or even district centres. It should encompass the whole city and beyond. Thus we have to create functional mixtures which can be attractive not only for local customers but for larger groups from the whole city and the metropolitan area. Therefore centres should be specialised and sufficiently multifunctional to avoid great hypermarket concentrations. This is really a dream. Four examples are presented: the historic city centre, the Centennial Hall complex, the West Pole Development, and the Southern Centre.

HISTORIC CITY CENTRE

> Specialisation here can be defined as culture, entertainment, administration, religion, university, leisure, eating, celebration, 'city stage', municipal symbols, tourism, retail, riverside activities. There are many uses but at present there does not exist a fully multifunctional great city centre. The major part of the centre is located within the confines of the historic moat and the medieval, no longer existing city fortifications. Let us show some actions implemented to reinforce the power of this area.

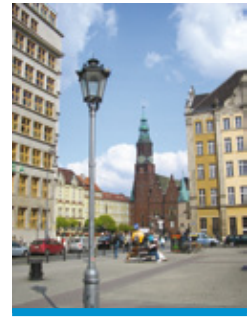
> Initially, during 1996-1997, the heart of the historic centre, the centrally located large square of four hectares called Market Place (in Polish: Rynek), and, close by, the Salt Square (in Polish: Plac Solny) were completely renewed (Fig. 2). Their

main parts are closed for cars and the whole pavement was changed. Fountains, sculptures and street furniture were introduced. Historic arcades were reconstructed. Almost the whole old row of tenement houses was renovated. Spaces on the ground floor were rented to carefully chosen activities. Many small covered passages were created. One of the most interesting is the 'Passage under the Blue Sun'. A large number of various events and spectacles were performed on Rynek to attract people. It became a very popular and lively place day and night.

The great success of the Rynek revitalisation attracted many developers to streets in the surroundings. For example many old almost ruined tenement buildings along Kiełbaśnicza Street running parallel with the west side of Rynek were renewed and transformed into high standard hotels and office buildings. Numerous restaurants, clubs and cafes were located in a range of about 500 m from this place.

The next step was the transformation of major streets into spaces for pedestrians and little by little the renovation of adjacent buildings. The first one was Świdnicka Street (Fig. 3) with the renovated Opera House, the 19th century high standard hotel 'Monopol', an old large department store (former 'Wertheim' now 'Renoma'). The second one was Oławska Street which connects Rynek with a new shopping mall, the 'Galeria Dominikańska' located on the outskirts of the medieval town. The third one was Szewska Street, a former car transit way, now only for pedestrians, cyclists and tramways. The next one will be Kuźnicza Street leading from Rynek to a complex of baroque buildings of the Wrocław University situated on the Odra Riverside. It will be finished within two years.

A special zone for action is the District of Four Temples with a catholic, orthodox and protestant church and a Jewish synagogue. Overlapping historic and multi-cultural layers create an unusual atmosphere here. The concept of the Four Temples Pathway is being implemented step by step. The Pathway has a sense of culture and religious



2. City historical centre – Rynek

source: Wrocław Development Office



3. Świdnicka Street

photo: Michał Ciesielski



4. National Forum of Music

source:
Autorska Pracownia Architektury
Kurylowicz & Associates



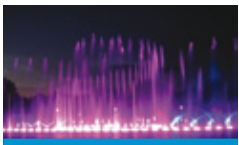
5. East End concept

source:
Wrocław Development Office



6. Centennial Hall and the New Regional Centre for Business Tourism

source:
Architects & Co
Andrzej Chrzanowski



7. Wrocław Fountain

tolerance, as well of tourism. It is also a method of reinforcing the revitalisation process. The Pathway attracts streams of people, which in turn attract business and money for renovations.

- > On the southern parts of the historic centre, opposite the extended future Opera House a big concert hall for 1400 spectators is under construction (Fig. 4). Between these two buildings and the new Municipal Museum in the former Palace of the Prussian King, a large square will be arranged with underground car park to constitute a new area for music and culture.
- > Step by step streets within the historic centre are being closed for cars and opened more for pedestrians and cyclists. To compensate the reduction of parking places along the closed streets, several big underground and multi-storey car parks will be constructed, among others under the town moat. An additional effect of this action will be a market mechanism which will limit the number of cars in the area. Also accessibility by increasing and improving public transportation is very important.
- > The matter of Wrocław **dwarfs** cannot be avoided. During the decade before 1989 dwarfs symbolised protest against communist power in this city. Formally, the 'Freedom for dwarfs' was abstract, but everyone knew that their true sense was 'freedom for people'. A lot of small sculptures of dwarfs have appeared in public spaces in the city and their number, presently at 177, is increasing every month.
- > On the east of the city centre a large area is taken up by road junctions with two flyovers. People do not like this place because it is not nice to cross on foot this rather empty space without shops and restaurants. It is largely an unfilled place between the lively city centre and the district dominated by university buildings. Therefore it was decided to demolish the junction and to recover the space for a new part of the centre (Fig. 5). According to the approved local plan, only tunnels will be used for transit car traffic. A system of new public spaces will be arranged as reminiscence

of the medieval core with a wide semicircular alley, a network of streets, four new squares, one facing the river, and a riverside boulevard. The whole complex has to accommodate mixed uses: shopping, offices, entertainment, housing, hotels, public administration buildings. The vicinity of the rivers makes the area attractive. The project is very ambitious and difficult in terms of implementation, similar to Potsdamer Platz in Berlin or the Hafen City in Hamburg.

THE CENTENNIAL HALL COMPLEX

Specialisation of the centre is defined as recreation, spectacles, leisure, exhibitions, entertainment and tourism. The complex is located on the east side of the city, in the middle of a very green area called popularly Great Island because it is surrounded by rivers, flood plains and navigation channels. The core of this zone is the hall for spectacles, big sport events, congresses for 5.000 to 7.000 spectators, designed by Max Berg and built in 1913, now listed by UNESCO as World Heritage (Fig. 6). It is surrounded by a formal composition of greenery, promenades and buildings. An element of this composition is a historic pavilion, which was adapted and extended in 2010 into a conference centre with some restaurants. Another part of the composition is the artificial pond of about 1 ha with a large semi-elliptic pergola. In June 2009 the biggest 'dancing' fountain in Europe was opened on this pond (Fig. 7). Each hour there is free spectacle with music, at night also with lights, at weekends with lasers, water projections, and fires. The first performance attracted over 30.000 spectators, and 1,1 million over the first 9 months. Another element of the complex is the historic Pavilion of Four Cupolas, which will be adapted to become part of the National Museum. The Centennial Hall complex is surrounded by the Szczytnicki Park of over 70 ha. Part of it is arranged as a Japanese Garden with great support from Japanese garden specialists. Now a Chinese team of landscape architects are preparing plans for a Chinese Garden. Other national style gardens

are planned in the park. The Zoological Garden of the City is located close to the Centennial Hall complex. It is the biggest in Poland by number of species and will be enlarged to an adjacent area. The new big pavilion with the Oceanarium named: "Life-Giving Waters of Africa" will increase the attractiveness of the ZOO (Fig. 8).

- > The whole area is connected to the historic complex of the Olympic Stadium. The next step is to revitalise it by creating a large leisure centre, which is going to be increasingly popular as a place to relax, spend time and meet with friends.
- > A planned new bridge over the Odra River, some parking spaces and additional public transportation have to solve the problems of accessibility, which occurs especially during large performances, sport events and sunny weekends. Planners also are dreaming about water tramways to connect the area with the city centre. There is a special entrance to the ZOO in front of the Odra river, but unfortunately some restaurants and hotels are occupying this riverside for other purposes.

WEST POLE DEVELOPMENT

- > The West Pole development is specialising in sport, spectacles, leisure, entertainment, retail, fairs, business and tourism. In 2011 the Wrocław Motorway Ring running through the western part of the city will be completed. It will connect national motorways and roads to Warsaw, Cracow, Prague, Dresden, Berlin and Poznań. It will be also the best connection between southern and northern parts of Lower Silesia. The impact on the city structure will be the occurrence of places near the motorway junctions with special predispositions for development, as well as a strong incentive for urban dynamics on the western part of the city. Moreover, the area where the new motorway is linked to a main road exit to the west, especially when compounded with other local conditions, such as the existing public transportation system, nearby railways, greenery and growing population, has special potential for a specialised centre of regional importance. In 1998 it was designated

as space of strategic importance for the city and named West Pole Development. City authorities started to look for protagonists who could launch an area development at a sufficiently large scale. During the last decade the Polish Government applied twice to the Bureau International des Expositions for the right to organise EXPO 2010 and EXPO 2012 in Wrocław on this site. Unfortunately China won the first competition with Shanghai, and South Korea the second one with Yosu. In 2008 Poland and Ukraine were chosen as organisers of the European Football Championship EURO 2012 and some matches will be played in Wrocław. Recently a football stadium for 42.000 spectators is being constructed in West Pole Development area. It will be spatially integrated with a big shopping centre and new hotels are planned in the vicinity (Fig. 9). Also a picturesque green space will be arranged as a new park with a camping facility. An existing and a new railway station for local and long-distance trains, together with a new tramway line provide this place with very good accessibility not only by car. Only this area was considered as a very good location for a long distance and international coach station. EURO 2012 is also a very strong incentive to develop a street network in the western part of the city, such as a new connection between the stadium and the airport which will be built.

With its specialisation this complex will really work as a new centre. However so far it remains only an incentive to develop this area into a real part of the city integrated into the urban fabric. What is still outstanding is harmonious continuity between the planned functions and the new large neighbourhood located further to the west.

SOUTHERN CENTRE

Another dream is to create a business centre located on the strip of space south of the city centre along a wide alley conceived as the main 'entrance' to city centre. The majority of Wrocław planners are convinced that this place has a special predisposition for such activities. The



8. Pavilion 'Live-Giving Waters of Africa'

source:
Arc 2 Fabryka projektowa



9. EURO2012 stadium (1) and shopping mall (2)

source:
(1) JSK Architekci
(2) Laguarda.Low Architects LLC



10. South Centre Skytower

source: WALAS sp. z o.o., Dariusz Dziubiński

local plan allows for high-rise buildings without any limitations. As a consequence, the second highest building in Poland (20th in Europe) is being constructed there. 'Skytower' will be 212 m high and will contain offices, flats and a shopping mall (Fig. 10). Two other 50 m high office buildings are being completed while developers are awaiting better market conditions. The planners are not predisposed towards skyscrapers in Wrocław, but the city authorities are open to proposals if the buildings form a harmonious part of an urban composition.

DREAM 3: GREAT ATTRACTORS AND PEDESTRIAN FLOWS

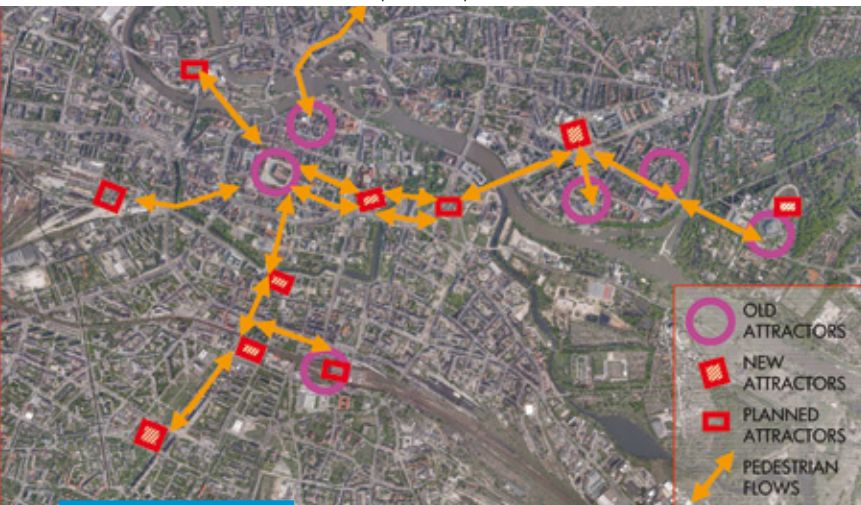
> Forecasts that people are having many more devices for remote communication than before are therefore needing less face-to-face contacts have completely failed. On the contrary, more remote communication increase the need for personal contact. For that reason, an important policy in each city is to create an attractive system of public spaces.

to use cars or public transportation. Therefore, places have to be created at no more than these distances between them to attract people all day long and create pedestrian flows. In Wrocław such attractors are Rynek, university complexes, the main railway station, and increasingly the Centennial Hall complex. In the city centre the big shopping mall 'Galeria Dominikańska' is located about 700 m from Rynek. This vicinity induces large flows of pedestrians and Oławska Street connecting these two zones was pedestrianised. This flow of people attracts other activities which locate themselves close to Oławska Street and these activities attract more people in turn. The effect is a truly living public space.

Planners want to initiate these 'mechanism' on other sites (Fig.11). For example, they consider how to locate something attractive on the East of this axis at a distance of 600 m from 'Galeria Dominikańska' and about 800 m from Grunwaldzki Square which has also become an attractor.

DREAM 4: HOUSING PROGRAMME

Another dream is to have in the city a large amount of inexpensive flats. It is a very important element of the city's policy to attract some of the 130.000 young people graduated in Wrocław each year to stay in the city. Accordingly, many sites were improved and offered to housing developers (Fig. 12). Local plans for these sites are elaborated and approved, basic infrastructure and a street networks are built and site conditions are ready for development. In total, such building sites are capable of accommodating some 60.000 inhabitants. Unfortunately the efficiency of this programme is diminished by the fact that the majority of these sites are private properties, and most landowners are not interested in selling their land or demand a very high price. In Poland there are no fiscal incentives to push owners of improved sites to sell or develop them. Taxes are calculated on the basis of property area, not property value. Therefore developers try to build on the worst, unprepared sites or even on areas forbidden for



11. Old, new and planned attractors and pedestrian flows

source: Wrocław Development Office

> Public spaces are not only spaces, they are people in spaces. Thus, a precondition of creating good public spaces is to induce flows of people. Most pedestrians in Wrocław do not like to walk more than 700 - 800 m. For longer distances they tend

12. Housing in Wrocław; design by PPC Arc 2

photo: Wrocław Development Office



housing and press the authorities to change the municipal plans.

DREAM 5: SMALL TOWN WITHIN BIG CITY

- > Three former small towns are incorporated into the Wrocław area: Leśnica, Brochów, and Psie Pole (Dogs' Field). The planners' dream is to protect, preserve and strengthen the character, scale and urban specificity of these former free standing towns. The projects which are implemented in terms of Psie Pole revitalisation are given as an example (Fig. 13). Initially, the main street (Bolesława Krzywoustego) which runs through the oldest part of the urban tissue will be closed for through car traffic and open only for pedestrians, public transportation (in the next stage a tramway), and cycling. The transformation of Psie Pole Rynek and the high street includes special pavement, a fountain (perhaps with symbolic figures of dogs) and street furniture which differs from that of Wrocław inner city. Before this action alternative road connections will be constructed. All small, two- or three-storey historic tenement houses will be renovated and some new ones will be built as in-fills between older ones. The transformation of the road network requires the demolition of the existing ugly market hall for daily shopping. A shopping passage with old renovated outbuildings in the backyards of the tenement houses along main street will become the new place for these activities. The dream is to keep this space alive without large flows of traffic. A former small cinema will be transformed into a cultural centre open to all.
- > A small town within a large city can be attractive not only for their inhabitants. If a specific atmosphere is achieved it will be able to attract visitors from the whole city who can find serenity there and some clearly different offers to spend time. It can be a target for escapades.

DREAM 6: SUSTAINABLE TRANSPORTATION

- > The next dream is about a sustainable transportation system. This is not an easy goal to implement.

CAR TRAFFIC

People in Poland are fascinated by the possibility to use individual cars everyday. It is cheap and comfortable. Poland has over 495 cars per 1.000 inhabitants (2009). The capacity of the road network is not sufficient for such a number of cars and traffic congestion is a frequent phenomenon. Getting rid of traffic jams is one of the most important objectives expressed by inhabitants which means that the underdeveloped street network has to be modernised and extended.

According to plans, Wrocław's road network has to be radial and concentric with some diagonals (Fig. 14). The principal elements are rings: Wrocław Motorway Ring (completed in 2011), the Inner-City Ring (80% complete), the East Ring running mainly outside the city (the bridge over the Odra river is under construction) and the planned Downtown Southern Ring (DSR), together with several radial streets, and the Axis of Economic Incubation. Completion of this system offers the possibility to remove, step by step, transit car traffic from the central part of the city and from quiet neighbourhoods.

However each improvement of the road network attracts more traffic than before, and full elimination of traffic jams is almost unachievable. Therefore it is necessary to determine limits for the expansion of the street network and to develop or improve alternative transportation systems. In parallel it is necessary to influence the consciousness of the inhabitants to change their local travel behaviour to diminish travel by cars.

PUBLIC TRANSPORT

The tramway is the traditional and basic mode of public transportation in Wrocław. The tramway system is to be developed in two ways (Fig. 15). First, new lines are to be built and existing ones to be modernised. Secondly, a new type of tramways are to be introduced. They are called 'Tramway Plus' with low floors, easy to step onto from the platforms. They have priority on crossroads by means of a system of remote control and thus



13. Renovated row of tenement houses in Psie Pole

photo: Tomasz Smoliński



14. Destination road system in Wrocław

source: Wrocław Development Office



15. Tram route system in Wrocław

source: Wrocław Development Office

will go faster. In the city centre tramway lines run along some pedestrian streets. Easy access and low traffic congestion make this kind of transport very efficient and friendly to passengers. In Wrocław many tram lanes are used also by buses. This way buses do not lose time in traffic jams and passengers can take them from the same stop as tramways.

- > Regional and municipal authorities collaborate in order to use the well-developed railway network as a metropolitan commuting system. According to plans each inhabitant of the metropolitan area will be able to commute to Wrocław centre within 30 minutes by train and every 15 min in the rush hour. The first line has been working for one year and the next one will open in 2011. An outstanding problem is common tickets for all trains.
- > The next element of the dream is a system of Park & Ride sites, where car drivers change for tramways or trains. The system will become extremely necessary, once the historic centre will be closed for cars.

CYCLING

- > Wrocław, is a very flat city and has a very good conditions for cycling. There exists a well-developed network of bicycle paths. However in several places path continuity is not kept, and a series of crossroads have very low priority for cycling. Although it is planned to improve the network step by step, it is especially difficult to arrange cycle routes in the city centre (Fig. 16). Last year the first 10 Bike & Ride sites were arranged, as well as parking spaces for over 1.500 bicycles in public spaces. According to newly elaborated local plans each building has to be accompanied by a number of cycle parking spaces calculated according to given coefficients. A rent-a-bike service is planned, initially in the central part of the city. New paths for recreation cycling are being arranged, especially along rivers on the tops of flood verges. Bicycle excursions along rivers are very popular in Wrocław because of the magnificent landscape views. The implementation of the municipal cycling policies

is coordinated by a special Bicycle Officer. The City Council approved a cycling strategy to achieve 10% of all journeys within the city by bicycle in 2015 and 15% in 2020.

WIDER CONNECTIONS

Although well-located in Europe, Wrocław does not have good transport connections with other big cities. Therefore it is often seen as a city lying very remote from other cities. For example travel by train to Warsaw takes 5 hours (340 km), to Prague 6 hours (320 km), to Berlin 6 hours (345 km), while in the 1930s the express 'Crazy Breslauer' arrived in Berlin after 2 hours and 50 min. Now the train is exhibited in the Leipzig museum. Good connections by motorways do not reduce a strong need for fast long-distance public transport, as without it motorways become overloaded. Therefore the municipality supports air transport. In 2012 a new air terminal for more than 3 million passengers will be completed. From this year, the airport is connected with the city centre by four-lane road. It will also be accessible by a new railway line. These investments have to attract air companies to open new lines to Wrocław.

Wrocław collaborates with Łódź, Warsaw and Poznań to support a high-speed railway line connecting these cities with Berlin and Dresden. This railway project is known popularly in Poland as letter 'Y'.

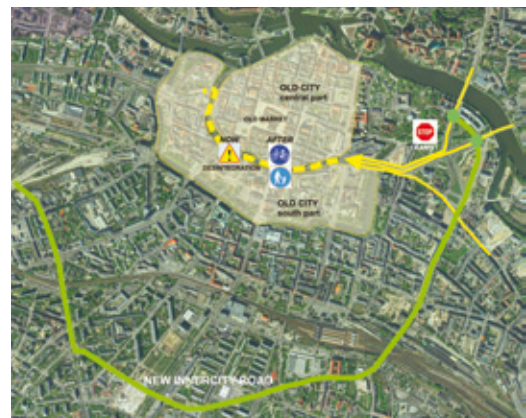
DREAM 7: W-Z (IN POLISH) OR WE (IN ENGLISH)

In the 1970s, the medieval part of the city (surrounded by the city moat) was cut by a new wide road called W-Z (West-East). This was done to remove car transit traffic and tramway lines from the Market Square (Rynek). W-Z became very important for the functioning of the transportation system while car numbers in Wrocław increased over 150 times since 1970. Nowadays it is a very strong barrier cutting the urban fabric over long distances. For example Rynek has no straight



16. Destination system of bicycle paths in Wrocław

source: Wrocław Development Office



17. W-Z (in yellow) and planned Downtown Southern Route (DSR)

source: Wrocław Development Office

pedestrian connection with the King Palace which is located very nearby. Therefore the Mayor of Wrocław decided to move the transit car traffic step by step outside the medieval city. In the first instance, some streets running along the city moat will be modernised to increase their capacities to take some car flows from W-Z. Simultaneously some pedestrian crossings through W-Z will be arranged, especially the connection of Rynek with King's Palace. Next, a Southern half-ring will be constructed for larger traffic flows (Fig. 17). After its completion W-Z becomes a very local street, but with a tramway line, and with wide green alleys giving much space for walking, cycling and sitting. In their dream, the Wrocław planners see a symbolic completion of this project, namely the elimination of the underground passage and the establishment of a new level crossing between W-Z and the main street Świdnicka. Maybe the underground passage will be converted into an unusual underground restaurant or a club.

- > But this is not all. History likes repetitions. In 20 years the new DSR can become a great barrier in the city fabric, even bigger than the W-Z nowadays. Thus planners have to find solutions now to design this new road with a large capacity for cars while connecting not cutting the city structure. Compared with Paris, probably the solution is something more like the Avenue des Champs-Élysées than the Peripherique. Really lively streets require people streams on pavements. This effect can be achieved by locating some attractive activities along the DSR no further than 700 m between each other on properly equipped streets. The concepts are prepared and they are realisable in our dream.

DREAM 8: Odra RIVERSIDE

- > The dream is 'to turn the face of the city' to the Odra river. The Odra crosses Wrocław with many picturesque arms surrounding several islands in the city centre. Słodowa Island is very popular, with its park which after renovation became a favourite place for young people to meet (Fig. 18). Rock



18. Słodowa Island

concerts are also organised there. During the last decade two new footbridges were connecting it with the riversides.

The most important policies are to give open access to the river over as long a distance as possible and to arrange pedestrian and cycling paths along the riverside. Special platforms for pedestrians and cyclists are planned under road bridges to provide continuity of these paths. Along the medieval part of the city a boulevard open to the river is arranged. A next part will be soon transformed and equipped with street furniture. The river should be open for all kinds of navigation. Several places are designated for marinas or moorings for recreation or tourist boats. The first one with restaurants and apartments for sailors is already built in the city centre (Fig. 19). Excursion ships are frequent but everyone is dreaming about regular lines of water tramways. Wrocław has got special permission from Venice to use gondolas, therefore one of the small gulfs is called Gondola Bay.

Some new building complexes are planned on the riverfront. One of them is an educational complex named Centre of Science located in a converted historic water tower with the biggest steam machine in Europe. Another one is a complex of restaurants, shopping and housing on the narrow part of one of the islands. A former harbour and a former shipyard will be converted into housing neighbourhoods. There some companies are interested in floating houses. Wrocław has also a plan for night illuminations of the Odra. Every year two new buildings or bridges are illuminated with municipal support.

These are only eight dreams of Wrocław planners, selected among many. All dreams become reality little by little.

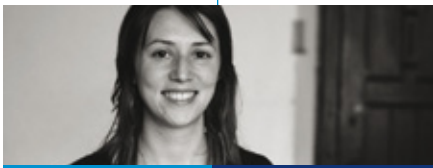


19. Marina in the city centre

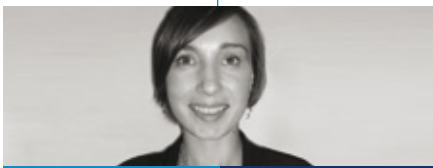
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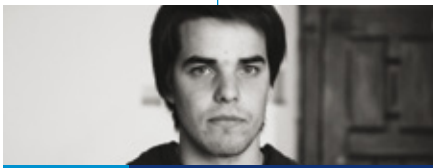
YAPRAK HAS TURKEY



SILVIA MARCHESI GERMANY / ITALY



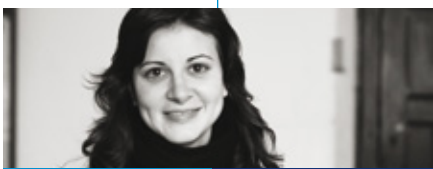
IZABELA OSTATEK POLAND



JOSE REIS PORTUGAL



MONICA ROMANYK AUSTRALIA



MICHELLE SOFGE ISRAEL

2



RUI DURATE PORTUGAL



ILIJ GUBIC ITALY / SERBIA



NATASHA JANKOVIC SERBIA



SUZANNE MORITZ UK

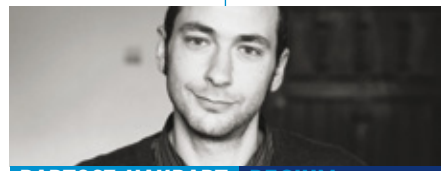


OLIVIA TUSINSKI GERMANY



MANUEL WOLFF GERMANY

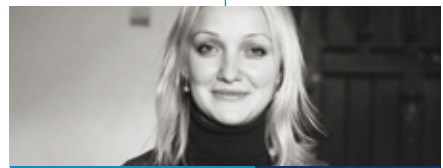
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BARTOSZ HAKBART BEGIUM



NAIM KLEMENDI KOSOVO



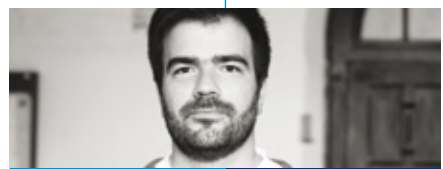
DARYA LAHUTSENAK BELARUS



SZYMON NOGALSKI POLAND



CHIARA ROSSATO BELGIUM / ITALY



TIAGO SERRENHO PORTUGAL



ADRIANNA BARBOSA PORTUGAL



RICARDO BARRANCO ITALY



KLAAS JAN BOLHUIS NETHERLANDS



KONRAD JANOWSKI POLAND



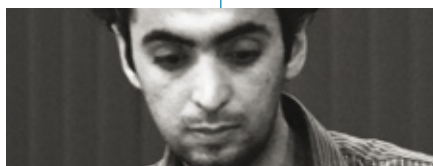
REKA EGYUD HUNGARY



TAMARA BRAJOVIC SERBIA



AGNIESZKA JURECKA POLAND



MOHAMMAD MAEIYAT ITALY / IRAN



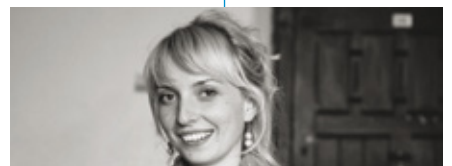
IZABELA GENDEK POLAND



AARON MO UK



RIZAH MURSELI KOSOVO



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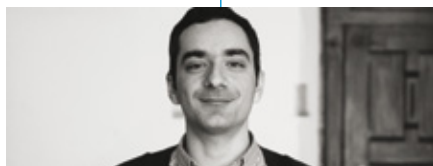
DEBORAH SWISTUN FRANCE



BARBARA MARCHWICKA POLAND



SAMI STAGOVA KOSOVO



LOUKAS TRIANTIS GREECE



KATALIN MOHACSI HUNGARY



PAST: THE INHERITED CITY PRESERVATION OR CHANGE?

INTRODUCTION
TO PART I

> In Europe, cities tend to have a long history. Many cities are ancient, but they have undergone waves of change throughout their existence, through dereliction and replacement, modernisation, regeneration, change of use and function, sometimes violent destruction by humans or nature, sometimes creative destruction by market forces, sometimes by political will. They have also been changed or protected by citizens themselves who care for the places where they live, work or enjoy themselves, places that shape their identity, they may own, and where they feel they belong. Not only their environment but also the meaning and value they attribute to it form part of urban heritage.

HOW TO UNDERSTAND HERITAGE?

> It is necessary to define 'heritage' when deciding how to establish a sustainable balance between heritage and development in cities. In this context heritage is a socio-cultural construct. It acquires meaning in many different ways, by those who receive heritage collectively or individually, or those who attribute meaning to heritage by interacting with existing expressions of the past, by cloning concepts of value from the past, by reinventing values of the past from a present perspective, or by anticipating future values when preserving heritage for future generations in the name of sustainability.

< Heritage in cities consists of material manifestations and meaning, their socially constructed interpretation, and evaluation of how they relate to the notion of heritage. This includes sets of beliefs of professionals, as well as intellectual conventions of dealing with heritage. For example, *Viollet-de-Duc's* interpretation of the Middle Ages in his *'Dictionnaire raisonne de l'architecture'* has greatly influenced the regeneration of medieval buildings for a time.

< Cities may be conceived as heritage as a whole, including past and present dynamic change. However, more commonly heritage tends to relate to specific artefacts or quarters of the city to which different values are attributed over time. For example, the Royal Palace in Warsaw, entirely reconstructed after the Second World War, but according to the then understanding of 'history', acquired a new symbolic value of resistance while losing its function of seat of power held by the monarchy, and in modern Warsaw it constitutes a new determinant element of the city structure. Similarly, the Brandenburg Gate which was erected in 1791 in the west of Berlin's fiscal excise wall containing the city's extension in the 1730s played many different roles. During the Second World War the Nazis used the Gate as a party symbol. It constituted a border gate between the two parts of divided Berlin during the cold war and became a symbolic passage during the fall of the wall. Now heavily renovated it stands for the new status of Berlin as capital of united Germany.

WHOSE HERITAGE ON WHOSE BEHALF?

< The political and ethic issues of heritage are the use of heritage and whom it should benefit. What are the reasons to preserve buildings or urban spaces which have lost their material value or functional uses? Why do cities establish conservation areas and protect individual buildings corroborated by legal frameworks? Current trends may attribute new aesthetic values or landmark qualities to heritage, but attitudes towards heritage are neither universal nor ever lasting.

- In European understanding of cities the worth of preserving cities and architectural heritage has become part of socio-cultural values. However, it is not possible to restore authenticity of the past, because lifestyles have changed and functions have become redundant, which leaves artefacts physically preserved but transformed in terms of use and meaning. Who decides between heritage and development, and what type of regeneration has become a mute point. Market economies focus on commercial values of the historic fabric, such as their contribution to cultural tourism. Regarding long range history, authenticity is an issue as regeneration cannot be literal; for example it is not possible to reinstate slaughter functions in ancient slaughterhouses situated near markets in city centres. Perhaps the most pressing heritage issue of more recent times is the ensuing displacement of those who lived and worked in historic areas and their gentrification when they are earmarked for regeneration. Is this the unavoidable price of preserving historic buildings and cultural values? Or is there a more equitable means to redistribute the benefits of heritage?
- Heritage is not confined to buildings and has a much broader meaning than artefacts. It forms part of the built environment, it encompasses landscapes as well as memory and culture embedded in them, it includes tradition, social and cultural assets, collective memory, and manifestations of acts of creation. Often regeneration is undertaken on behalf of the common good, in contradiction with local groups who claim the right to relate to their spaces and preserve their perceived values. Heritage affects the local economy and the livelihood of those affected by it.
- As values attached to heritage are not universal either in social terms or over time, there will always be a debate about heritage and its merits, as well as about who is exposed to its negative or positive effects which raises an issue of compensation. A case will have to be made for preserving heritage with public funds whose value is declining. Examples are cities created near primary resources, such as

mining towns which are losing their *raison d'être* when raw materials run out and extraction is halted. Some mining towns have been transformed into places of industrial archaeology, but is it possible to preserve every defunct mining town? Other cities in Europe with a mono-functional industrial economy are facing the consequences of structural transformation, such as car manufacturing towns which have lost production to cheaper locations in the developing world. How can or should heritage be treated in such cities and how would it cohabit with development and physical structural change which is needed to revitalise the livelihood of such cities?

TASKS FOR YOUNG PLANNERS PART I

The first task dealt with understanding heritage and how to use or re-use it. This required an understanding of change within the city structure and the role of heritage as one of its important components. The selected study sites in Wrocław have all lost, or are losing their previous value. They require different types of change, related to conflicting land uses, technical problems, physical as well as social deterioration of quality of life, symbolic issues such as the use of the city core and its historic market square. All these aspects were raising a debate about the meaning and usefulness of heritage.

After a study tour through the city showing sites in need of transformation, each team was able to select a site, define its own perception of its problems, its relation to its surroundings and wider implications of its transformation, which could be embedded in a design, an action plan or a development policy. Lectures about conceptual models, and case studies of transformations and good practices enabled the students to discuss the relationship between local interventions and their contribution to the regeneration of the overall city structure.

PART 1

PAST: INHERITED CITY



MADRID HISTORIC CENTRE. MUNICIPAL STRATEGIES TOWARDS REHABILITATION

● **TERESA FRANCHINI** SPAIN / ARGENTINA

The historic centre of Madrid is the result of a process of urban evolution over eleven centuries. With an area of approximately 400 hectares it is one of the biggest historic centres in Europe. The ancient tissue of the city has maintained the status of a neuralgic hub throughout its existence, bringing together Madrid's most important buildings and its most dynamic activities.

PREVIOUS SITUATION

LOCATION OF HISTORIC CENTRE OF MADRID

- > The maintenance of this built heritage was not an object of interest, either for the government or for individuals until the mid 1970s, when the level of architectural, urban, social and environmental deterioration forced the Municipality of Madrid to take measures for its conservation and rehabilitation. Although since 1926 a national Decree was in force which regulates the protection of the cultural heritage, including the environment and, in specific cases, historic zones, the few public interventions made in the centre of Madrid were directed only to the preservation of some unique historic and artistic monuments, such as the Church of San Antonio de la Florida, declared national monument in 1905 to protect the dome painted by Goya, or the remains of the Moorish walls that protected the original city in 1954.
- > In the 1970s, the historic centre of Madrid consisted of scanty emblematic zones whose extensive residential fabric was inhabited by a mixture of a low income aging population, marginal social groups and a growing number of immigrants. The abandonment of the city centre by the more affluent inhabitants prepared the ground for significant physical deterioration and the proliferation of slums. Combined with the loss of traditional economic activities, this gave

the historic centre a socially degraded image, which was slowly spreading to the nearby neighbourhoods. A Specific Ordinance for the Historical Neighbourhood was approved in 1970 to avoid this situation, and a Pre-catalogue of Singular Buildings was started in 1972, albeit with no impact on the existing conditions.

FROM ISOLATED ACTIONS TO INTEGRAL REHABILITATION (1975-1994)

FIRST MUNICIPAL ACTIVITIES

1975 was a decisive year for Madrid and the recovery of its historical heritage. In that year, dedicated to the European architectural heritage, the European Urban Heritage Charter was signed, a document that inspired a new approach in town planning, shifting the interest from urban expansion to efforts of rehabilitation and integral recovery of the existing urban fabric. <

In Spain, this new urban vision coincided with two important factors. Firstly, an economic crisis limited urban growth and prompted reflection on the built up city. Secondly, the reform of the Planning Law in 1976 enabled municipalities to draw up new urban plans, catalogues of buildings and elements to be protected, and special plans for the recovery of the built-up heritage. <

In 1977 the Ministry of Education approved the protection of the historic centre of Madrid by Decree. This meant that it became necessary to seek approval for carrying out works in the area from the Heritage Committee, composed of representatives of the Ministries of Education and Public Works and the Municipality. A Special Plan was approved in 1980 to regulate the urban situation of the premises in the historic centre, including approximately 8.000 buildings with different levels of protection. <

The Municipal Housing Company was founded in 1981 to boost the rehabilitation of private buildings. Its objectives included the rehabilitation of private and public housing and the relocation of inhabitants, besides the construction of social housing. <

URBAN PLANNING

- > The first municipal actions towards rehabilitation started in 1982, by means of a municipal ordinance, the first one on this matter in Spain. It aimed at stimulating the rehabilitation of private residential buildings included in the Historic Special Plan. The ordinance facilitated the public rehabilitation of inhabited buildings in poor condition acquired by the Municipal Housing Company, which included the relocation of residents. In addition, it encouraged private rehabilitation through a system of financial assistance aimed at reducing the loans granted by credit institutions which collaborated with the local administration. These grants accounted for 25% of the budget for the rehabilitation of common elements in buildings, structure, façade, elevators, services, courtyards and stairs, as well as the interior of homes and shops.
- > The new General Urban Plan of Madrid came into force in 1985, the first of the democratic era. The content of the plan incorporated the Special Plan for protected areas, focusing on the improvement of housing, social facilities and the urban environment generally. Despite these administrative efforts, expected actions were isolated and scanty and the historic centre continued its progressive deterioration.

THE 90s: A NEW OPPORTUNITY FOR THE RECOVERY OF THE HISTORICAL CENTRE INTER-ADMINISTRATIVE COOPERATION

- > A decade of effort produced some 800 rehabilitated buildings. The difficulty of carrying out the task of rehabilitating the historic centre based exclusively on municipal funds became clear and a Protocol of Cooperation was signed between the Ministry of Work, Transport and Environment (state level), the Autonomous Region of Madrid (regional) and the Madrid City Council (local) in 1994.
- > This protocol was the first agreement of this kind in Spain, directed to recover the historic centre of the city across four simultaneous actions:
 - renovation of obsolete facilities and urban infrastructures,



5. APR: Plaza Mayor – urban space improvement

- incorporation of a new urban design, better suited to the needs of the resident population,
- support of traditional handicraft industry and small trade to promote putting value into the traditional economy,
- enhancing spaces and buildings for cultural activities.

The interventions were targeted, applied only to specific areas declared as Areas of Preferential Rehabilitation (APR). The strategy for the selection of the first APR was simple. The areas should have a space that was operating as a centre of urban activities for the whole neighbourhood (square or main street), in order to extend the interventions to the surrounding streets.

Initially (1994-1997) three areas were selected articulated by squares. Later (1996-1999) two streets were added, and finally (1998-2003) 34 hectares of a highly degraded neighbourhood was incorporated (Fig. 1).



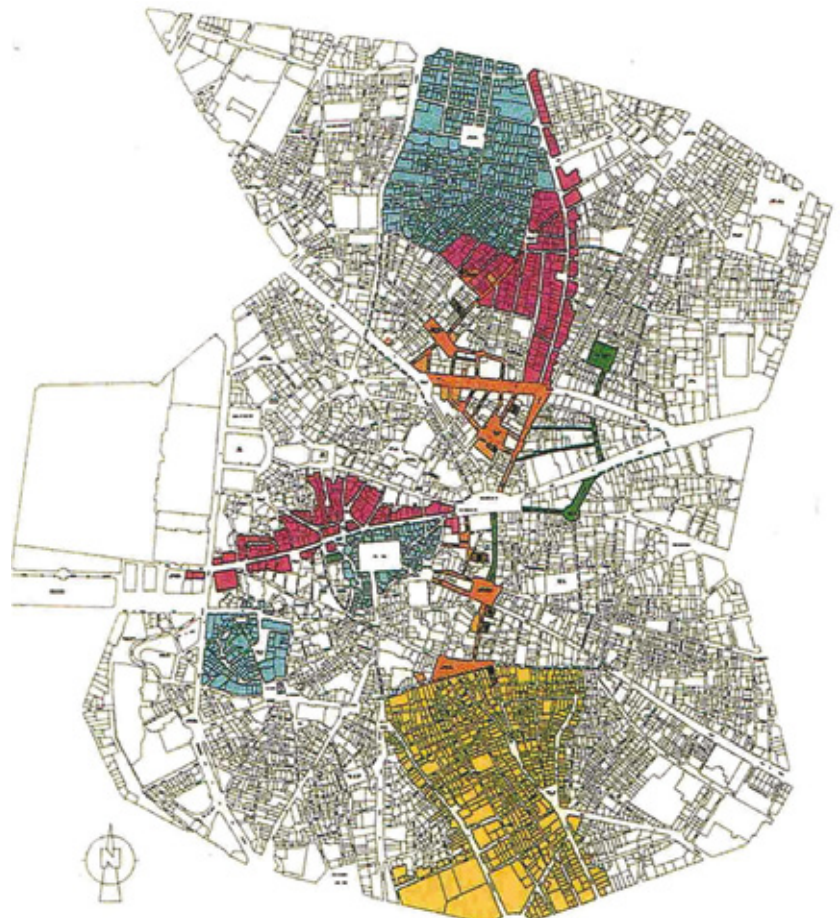
2. APR: Dos de Mayo Square surroundings



3. APR: Dos de Mayo Square - traffic calming



4. APR: Plaza Mayor – traffic regulation



1. Areas of Preferential Rehabilitation (APR) and interventions with European funds

source:
Municipal Housing Company



6. APR: Four Squares – improvement for pedestrians at de la Paja Square



7. APR: Four Squares – new and old buildings at de los Carros Square



8. APR: Mayor and Fuencarral Streets – Fuencarral Street pedestrianisation



9. APR: Mayor and Fuencarral Streets – traffic limitation at Mayor Street

The process of intervention consisted of four lines of action:

- > **Private rehabilitation.** Subsidies (50-60 % of the budget, depending on the APR) were on offer for owners or users of houses with the aim to consolidate foundations, structures, drainage, roofs, fronts, courts, accesses, elevators, collective antennas, insulation, etc.
- > **Architectural Adaptation Programmes.** They included two lines of action: special projects for the improvement of single urban spaces (squares and streets), and public intervention in façades (recovery of traditional plastering, restoration of woodwork, metalwork and trim, colour, etc).
- > **Renewal of obsolete urban Infrastructure.** Specific agreements were signed for this purpose with the utility providers – telephone, gas, electricity, drainage companies, etc. In addition to the improvement of the existing networks, public activities were focused on providing a new design for urban spaces which improved accessibility for everyday use. Thus, traffic calming, extending sidewalks, reducing the number of surface parking spaces, planting trees and designating sitting areas were initiated to enhance the aesthetic quality of the streets, thus attracting pedestrians and encouraging the location of new commercial activities.
- > **Social Programmes.** Parallel to the physical works, the Municipal Housing Company was in charge of the dissemination of the rehabilitation activities within and outside the protected areas. It produced publications on the purpose of the public interventions and the financial aids offered. To this end, permanent offices were set up locally for public information, operating at the same time as spaces for meetings with residents and other local associations and for local activities of any kind.

THE OPPORTUNITY OF EUROPEAN FUNDS

- > The availability of European financing designated for the regeneration of urban tissues and their adaptation to the needs of the population, enabled the Municipal Housing Company to promote

other activities of local intervention. The URBAN project offered the possibility to apply models of integral intervention for sustainable change. They combined physical rehabilitation with environmental rehabilitation (streets, squares and green spaces) social regeneration (women, elderly, children and marginal groups) and economic support and improvements. This programme led to the rehabilitation of various urban routes. Under the name of 'Itineraries of theatres' it was possible to intervene in a network of streets affected by prostitution and social marginalisation by connecting different areas of rehabilitation. Moreover, the Cohesion Funds enabled the authorities to intervene in the improvement of the urban environment in some neighbourhoods.

RESULTS OF THE PROCEEDINGS

The results of this first agreement were encouraging, given the positive response of the private owners to the public subsidies, encouraged by the permanent relationship between the local administration, residents and retailers associations and other social entities. The recovery of pedestrian routes in the historic centre promoted local tourism and growth of urban activities, generating a favourable situation which extended to the surrounding areas.

Seven APRs were carried out between 1999 and 2005, and six more areas were in the progress until 2010. Four other zones are in the pipeline, planned to be finished by 2012.

In parallel to the actions taken by the Municipal Housing Company, the Department of Planning and Housing of the Municipality of Madrid has been involved in several specific actions, restoring historic buildings for social purposes (libraries, classrooms, theatres, etc).

LESSONS TO BE LEARNT

The various interventions that have been carried out in the historic centre of Madrid reveal **THREE KEY ASPECTS:**

DISPERSED REHABILITATION IS A SLOW ACTION THAT DOES NOT STOP URBAN AND SOCIAL DETERIORATION,

SOCIAL CONTACTS BETWEEN THE AUTHORITIES AND THE SOCIAL ENTITIES CONCERNED ARE NECESSARY FOR THE EXCHANGE OF IDEAS AND AGREEMENT ON CRITERIA,

RENOVATION AND IMPROVEMENT OF URBAN STREETS ARE ESSENTIAL TO START OTHER INTERVENTION ACTIVITIES.

The experience of Madrid found international recognition in 1998, when it was ranked as Best in the Habitat Best Practices Award; and in 1999, when Europa Nostra recognised the value of the activities undertaken by the local administration for the recovery of the built heritage.

NEW INTERVENTIONS IN THE HISTORIC CITY: SUSTAINABILITY AND ENERGY EFFICIENCY

- > At present, actions and subsidies of the Municipal Housing Company focus on improving sustainability and energy efficiency in buildings. In the historic centre of Madrid, in addition to the financial assistance for building rehabilitation which remains in place, financial aid targets specific aspects: insulation of façades, roofs and floors; reinforcement of timber and glass replacement in windows; water consumption savings improving power facilities and heating, etc.
- > The renovations carried out by the Municipal Housing Company in its own buildings incorporate various innovations following sustainability criteria: photovoltaic panels, geothermal energy use, robotic parking, monitoring of water and electricity usage to raise awareness on energy saving and GHG emission (European Project I3CON), District Heating etc. All of them are seen as pilot projects for private agents to be followed.

THE ECONOMIC LOGIC OF REHABILITATION AND ITS EFFECTS ON RESIDENTS

- > From the spatial point of view, the rehabilitation process undertaken by the Madrid Municipality has been highly satisfactory, restoring degraded urban spaces for the city, its inhabitants and visitors. However, the effects on the resident population were unequal, depending on their situation: owners of complete buildings, owners of housings in multifamily buildings or tenants.

The main activity of the Local Offices placed by the Municipal Housing Company in the areas of intervention was to reconcile the interests of the stakeholders in acceding to the financial aids for rehabilitation. According to the economic logic of the actors involved, the greatest difficulties for the owners to accept the aids were fundamentally two: the reduction of the previous number of dwellings when rehabilitation required an increment of the housing area – which implied that some of the residents had to move away from the building – and the inability of the landowners to increase the rents of those who were protected under previous legislation that limited such increases.

As a result, not all the housing was rehabilitated, and buildings still exist in ruinous condition, many of them owned by proprietors that deliberately seek their obsolescence as a way to evict tenants of reduced economic capacity. On the other hand, the improvement of public space facilitated the generation of a dual process in some specific areas: an important change of population – gentrification – and a strong increase of the service sector, encouraged by the flexibility of the General Plan to make commercial, offices and residential uses compatible in the historic centre.

In conclusion, those public policies aimed at rehabilitation that do not affect property rights and are dependant on owners' profitability, could not prevent the reproduction of marginality in specific areas, or the displacement of the lower income population to other areas of the city. Still, after nearly two decades of promotion of private rehabilitation through public initiative, the improvement of the historic centre of Madrid has been substantial in qualitative and quantitative terms, consolidating the dynamism of the central area.



10. APR: Lavapies Neighbourhood – new urban equipment: the Valle-Inclán Theater



11. APR: Lavapies Neighbourhood – the 'Corralas': traditional Madrilénian housing recovery



12. APR: Lavapies Neighbourhood – Augustin Lara Square



14. FEDER-URBAN Projects 'Itineraries of theatres' – urban routes

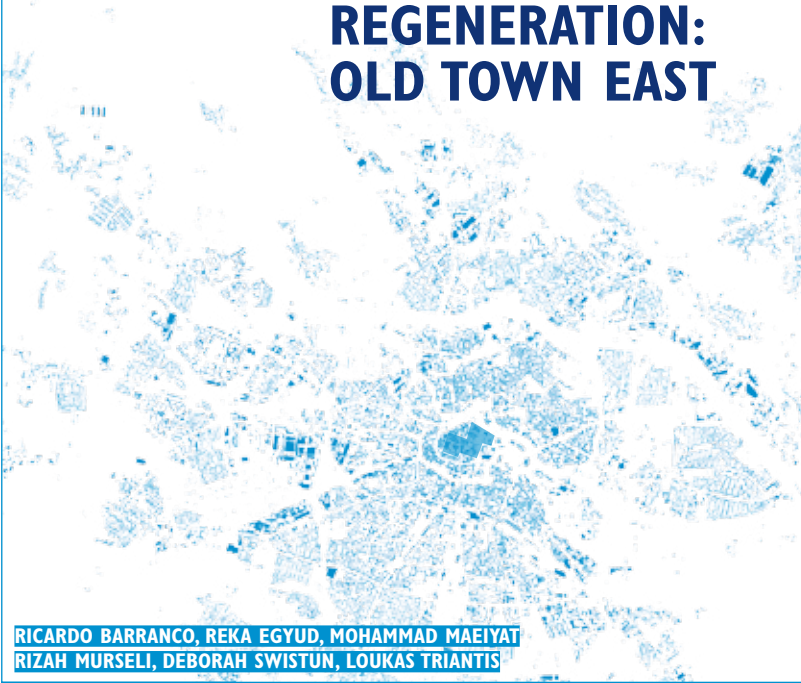


13. FEDER-URBAN Projects 'Itineraries of theatres' – traffic calming at the la Luna Square

PART I

GROUP

5

CITY CENTRE
REGENERATION:
OLD TOWN EAST

RICARDO BARRANCO, REKA EGYUD, MOHAMMAD MAEIYAT
RIZAH MURSELI, DEBORAH SWISTUN, LOUKAS TRIANTIS

WEAKNESSES

The fabric does not fit surroundings;

Buildings' technical and physical problems;

Lack of use of valuable space

STRENGTHS

Location (city core);

River proximity;

Market and University facilities;

Green areas

THREATS

Lack of will to change by the habitants;

Flooding;

OPPORTUNITIES

Social texture;

Age pyramid of habitants;

Profession;

Better interaction with the river;

Socialist architecture as part of heritage.

CONTEXT

- > The area is located in Wrocław's historic city centre, close to the central market, in the most touristic part of the city near the Odra river. Replacing second world war destruction the area was regenerated mainly with blocks of flats and public open spaces following the principles of modern urban planning and architecture. Not well connected with its adjacent historic core, the main city market, commercial activities and educational-cultural buildings on the river bank, it has valuable permeable internal spaces between buildings.

ANALYSIS

- > We have identified several problems which impede the material value of the area and needs redressing. The immaterial value is represented by the modernist style of the housing blocks, their layout and the associated open spaces, together with historic events still present in the collective memory. Interaction with local inhabitants informed our SWOT analysis.
- > Our vision integrates the area fully into the historic core while taking into account the daily needs of residents. Our scenario connects the area with the rest of the historic centre and the surrounding quarters, as part of a heritage strategy. It strengthens the permeability between the different open spaces by creating a historic corridor linking the site with the Market Square, islands, market hall and river bank.

SWOT analysis**DESIGN PROPOSALS**

Three elements constitute the design: Nowy Targ square, inner courtyards and internal paths and streets.

NOWY TARG SQUARE

This Square is one of the most significant public spaces of Wrocław, but currently it is not performing as a real public space. It lacks desirable urban facilities and street furniture, its lighting and street surfaces are poor, informal uses are cluttering the building facades and no traces remain of pre-war fabric or collective memories. The idea is to generate reminders of historic sequences to raise a sense of belonging among citizens and residents who would adopt this strategic city location as a sustainable socio-cultural urban space. Our design includes interventions on and below ground level to turn the square into a social and commercial centre for public events, with local and regional crafts and flea markets, festivals, and cultural events while commercial services would be established on the ground floors of the housing blocks. The underground level would accommodate commercial activities, parking, services and a designated space for urban planners, inhabitants and decision makers to discuss future developments of the city. The underground bunker would be refurbished as a cultural memorial which would be visible from the square through a glass roof.

INNER COURTYARDS

Our design proposal seeks to improve the open spaces between the housing blocks to achieve a better balance between public and private spaces with urban furniture, facilities for children and the elderly, green areas, improved lighting, tanks for rain water collection, full accessibility and urban agriculture.

PATHS & STREETS

Improving paths and streets connecting various public spaces and squares into a wider network would improve permeability. Ground floor passages of the apartment blocks will form public connections across the housing estate. The design enhances the quality of the existing built environment by protecting existing passages, unblocking obstacles and providing additional ones. Improvements include wider sidewalks and pedestrian paths, bicycle lanes, curbing through traffic and parking spaces, better signage and accessibility for all social groups.

IMPLEMENTATION TOOLS AND REGENERATION MECHANISMS

SOCIAL ASPECTS

- > In this mainly residential area, involving local residents in participatory planning is essential from the outset to enhance their sense of ownership of the project and encourage them to participate in its maintenance and management.
- > Initial participation tools include identifying the key stakeholders, informing the local community, setting up an information point on the ground floor of the adjacent municipal architects office and community forums. Open workshops and design days, exhibitions and voting for different layouts on the municipality website will accompany the programming and design phase, while common flower planting, creating public art with local children and monthly rubbish collection with local citizens will take place during implementation and continue in management.

ECONOMIC ASPECTS

- > The development would be coordinated by a Public Private Partnership initiated by the municipality. Allocating building and development rights would attract property developers who would also be granted additional floor space above the four storey prefabricated buildings, except on the main square in exchange of renovating the existing buildings and supporting courtyard refurbishment according to prior agreement. The municipality would have to raise the remainder of finance, possibly with additional EU funding from the ERDF (block of flat rehabilitation and social rehabilitation action). The municipality would be in charge of managing and monitoring the implementation of the regeneration of Nowy Targ, the inner courtyards and streets.

CONCLUSION

This neighbourhood has great potential to contribute to a historic corridor through the whole city core. Our proposal shows that it is possible to integrate a neglected part of the city by regenerating its physical features and reviving its immaterial values. Most of the modernist housing can be re-valued by renovating the facades and improving the present state of greenery in the courtyards. Renovating courtyards provides a better living environment for local residents and new activities foster social participation.




Revitalising this iconic space by design can bring past activities to the present and reshape its identity while reconnecting the main historic features of the city core by a corridor generates a new movement through different phases of its history.

Possible revitalisation tool



Elements that constitute the new design

based on Google Maps

-  INNER COURTYARDS
-  NOWY TARG SQUARE
-  PATHS & STREETS

EU URBAN TOOLS AND URBAN REGENERATION

PIETRO ELISEI ITALY / ROMANIA

Under the expression of ‘Urban Regeneration’ it is possible to find many and different kinds of strategies, policies and programmes. Since the end of the 1960s policies of urban regeneration have been designed and implemented on the European continent. These urban policies, at least the first examples, are an attempt to manage urban transformations especially of highly industrialised Western European cities. After the end of post war growth, in the 70s and in the 80s, traditional industrial structure changed rapidly all over Western Europe (Couch, Fraser, Percy, 2003).

THE MANY FLAVOURS OF URBAN REGENERATION

> *Urban renewal, Urban revitalisation, Urban redevelopment, Urban requalification, Stadterneuerung, Stadtsanierung, Rénovation urbaine, Réhabilitation urbaine, Renouveau urbain, Assainissement urbain, Byfornyels, Bysanering, Rinnovamento urbano, Recupero urbano, Riqualificazione urbana* are a set of different ways to identify the main urban regeneration and urban renewal policies across Europe in the last 40 years. This set can be easily widened with many other terms. All these expressions represent roughly policies and models for the neighbourhood scale (ABIs, Area Based Initiatives). They are based on partnership building principles, promoting participatory planning, with little relevant financial public investment, and limited in time (Elisei, 2004).

NOT JUST SMALL

> These urban policies are different in their design and ways of implementation. They depend mainly on the planning cultures, political choices and operated financial investments of EU member states, but they all focus on a set of specific EU-wide common problems: phenomena of social exclusion in peripheral or deprived neighbourhoods (mainly post-war social housing settlements), social polarisation at the urban scale (concentration

of pockets of poverty in specific urban areas), gentrification (especially in cities having regenerated historic centres), unemployment (particularly in cities having a mono-functional economy connected to large industries). Common urban questions for European cities are solved in different ways. 40 years of intervention in the city have mainly operated through soft, complex and integrated approaches. Massive investments, such as London Docklands, Potsdamer Platz in Berlin, Barcelona’s waterfront, Bilbao’s industrial areas, Paris Rive Gauche, etc. were less frequent. All of them have only partially solved the above listed set of problems. The nature and number of urban questions is continuously increasing in terms of policy target groups (not just unemployment, but im/in-migrations problems, economic and financial crisis, climate change and other environmental stresses). Yet, at the same time, there has been an evolution in the form and content of urban regeneration initiatives: from the bricks and mortar approach of the 70s and early 80s (densely impregnated by the technical bias of architects and engineers) to those taking care of socio-cultural, economic aspects and opening a dialogue with local communities (multidisciplinary, integrated and participatory approaches). There is no perfect form for these kinds of policies: questions and solutions are in continuous evolution and match each other with alternate success. These kinds of policies reflect the dominant way of thinking in political currents and dominant societal trends. The following table comprehensively shows the distinguishing kernel of these policies (Oatley, 1998):

NOT JUST BIG

This evolution of urban regeneration policies is apparent all over Europe, especially in those nations with advanced and significant economies (France, Germany, Italy, UK). They had to face issues connected to the de-industrialisation and the arrival of new economies more or less at the same time which they tackled with different but not

I. Historic background of urban regeneration policies
based on Oatley, 1998

KEYNESIAN		POST-KEYNESIAN	
1945-1969	1969-1979	1979-1991	1991-1997
Post-war reconstruction	Inner city problems ↓ area based social welfare projects	Entrepreneurialism	Competitive policies

widely divergent approaches. Moreover, significant contributions to urban regeneration experiences came from Holland, Denmark, Sweden, nations historically founded on principles of universalistic welfare systems and having well performing economies. Examples are the *Kvarterloeft* initiative in Copenhagen, the local scale instruments of Swedish joint land development, or the urban scale instruments of the Dutch land readjustment *stedelijke herverkavelin*. An interesting new European stage for urban regeneration policies is going to be provided by nations in Eastern Europe having joined the EU during the two EU Enlargements in 2004 and 2007. These new EU member states have a different background in terms of economic systems (real socialism, strong centralistic governance systems). However, they are facing common questions connected to de-industrialisation problems, as post war competition in the last century has been based on strong industrialisation and urbanisation in both socialist and free market countries. The first signs of industrial crisis appeared in the Western European countries at the beginning of the 70s while in Eastern Europe the problems started after the fall of the Berlin wall in 1989, with the closure of main productive settlements, as they were no longer viable in the new market economy and within EU-wide environmental rules. Indeed, with the exception of some investments in Germany, Italy (Regione Campania) and Portugal, the major investments (all those over 200 million Euros) in the current programming period (2007-2013) of the ERDF (European Regional Development Fund) are mainly launching urban regeneration initiatives in Eastern Europe, as shown by the following chart:

MAINSTREAMING

- > At present, the question is ‘what kind of urban regeneration is the ERDF promoting and paying for in the current programming period?’ This question could be further contextualised by ‘what urban regeneration is resulting from mainstreaming the previous Community Initiatives (URBAN I, URBAN II) in the hotchpotch of the structural funds?’

Serious issues and risks are connected to mainstreaming urban policies into the Regional/ National Operational Programmes. It simply means to put the destinies of European cities in the hand of central/centralised powers, to move decision making about cities to distant contexts from the places where urban questions occur: the local dimensions, the municipalities, the neighbourhoods. These risks exist both in the EU/15 area and in Eastern Europe. The ambiguity of the role of the EU in the management and design of urban policy continues to be a central topic in town planning.

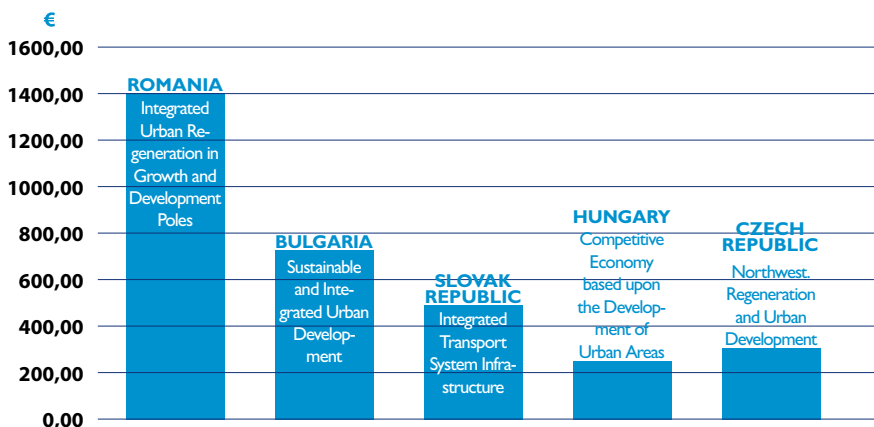
EUROPEANISATION OF URBAN POLICIES

There exists a paradox. The EU has never obtained proper responsibility for urban policies, and cities are never directly taken into account in EU Treaties which deal with concepts such as social cohesion, balancing regional development and ‘new entry’ territorial cohesion. However, over the last 20 years in Europe the most interesting experiences of urban regeneration policies are the URBAN I & II experiences. They have indeed been a very unifying moment in the design and implementation of urban regeneration policies all over Europe. Many experts started to reflect upon the Europeanisation of urban policies. Unfortunately, these very promising experiences have been completely abandoned, concentrating entirely on the structural funds in 2007-2013, which meant returning the management of urban questions to the national states.

Many consider this nonsensical, as for many town planning researchers the role of the EU in promoting urban policies has brought fresh thoughts and innovation into planning practice. Nevertheless, it is extremely difficult to harmonise urban policies at national and supra national (EU) governance levels. Finally, the Europeanisation of regional and urban policy resulted in a double-edged sword. Most urban analysts share the vision that there is a mismatch or misfit between national policies and EU institutions (Boerzel &

2. ERDF allocation for ‘urban’ Priority Axes as percentage of total OP budgets 2007-2013 in several Eastern European Countries

source: Commission of the European Union, 2008



Risse, 2000; Cowles, Caporaso & Heritier, 2001 in: Tedesco, 2005).

- > Ultimately, the **PROCESS OF EUROPEANISATION OF URBAN AND REGIONAL POLICIES** could be summarised as follows:

EUROPEANISATION ENRICHES AND TRANSFORMS INSTITUTIONS (AT ALL ADMINISTRATIVE LEVELS) AND RENDERS THEIR GOVERNANCE FRAMEWORKS MORE COMPLEX.

EUROPEANISATION CHANGES POLITICS, POLICIES AND BEHAVIOURS OF LOCAL INSTITUTIONS IN SINGLE MEMBER STATES.

- > In both cases it is possible to recognise a bi-directional influence of Europeanisation on the dynamics promoted by the integration between the EU and its member states in that member states are kicking back and influencing the selection and design of EU policy. Structural funds are an opportunity to change old governance mechanisms and promote new and innovative forms of local governance. However, the inertias embedded in their management and implementation should not be undervalued.
- > This generative and one to one promising mechanism has been constantly interrupted during the decision making process of mainstreaming urban policies. Nevertheless, the URBAN I and URBAN II initiatives have been triggering specific planning processes and have brought a wave of innovation to urban regeneration practices in many member states and moreover in many cities.

MONEY BUT NOT METHODS

- > The relevant added value of the URBAN Initiatives has been to promote innovative methodologies and approaches to urban questions in deprived neighbourhoods. URBAN I and II provided first of all new instruments for the planner’s toolbox, but they even inspired new instruments and models of planning at nation state level. While the flow of

structural funds in mainstreaming urban questions was making a major amount of resources available to cities, it failed to promote institutional capacity building for the management and design of integrated and complex urban policies. It has to be remembered that not all member states have a rich pool of instruments for urban regeneration. When the commissioner for Urban Policies states *‘What I would like to insist on are integrated urban development plans for cohesion policy interventions in our cities. I believe that they need to be an integral element of all mainstream cohesion policy programmes. I consider them as vital for achieving greater synergies between different policy areas’* (Hahn, 2010), he is putting forward a sort of postulate. Practice is not confirming such synergy. Moreover, existing synergies are not contributing to the design and the implementation of effective and efficient instruments for urban regeneration. Mainstreaming delicate issues, such as urban policies influences the quality of life of millions of citizens, and especially of those living in deprived neighbourhoods. In this instance, mainstreaming policies means to put EU money in the hands of the managing authorities at national or regional level. these entities have to accomplish many initiatives in different fields simultaneously. Even if priorities are created to address urban issues, those in management positions are not town planners or experts in spatial development, but technicians or civil servants who usually have no proper knowledge to address the complexity of urban environments.

MISUSING STRUCTURAL FUNDS: SUDOKU TOWN PLANNING

A good solution for EU urban issues is not a question of determining and increasing an amount of money for cities, but to provide ways of structuring effective and efficient processes for urban regeneration practices as well. Mainstreaming funds for cities could be a good solution for those nations which have relevant heritage tools and experiences to deal with urban



regeneration policies, but not for those with few and often obsolete instruments of town planning. Continuing to mainstream the topic of integrated planning and urban regeneration could cause serious differences leading to relevant unbalances in Europe. Advanced nations with organisation and capacities in managing the urban policies agenda can take advantage of getting access to such mainstreamed funds. This is not the same for less advanced EU countries (especially those from recent enlargements) which depend on less than perfect working governance mechanisms. Usually they operate with extemporised urban agendas based mainly on infrastructures projects and the creation of ambiguous business environments for theoretical spatial competitiveness.

- > In these cases the risk is to create a sort of 'Sudoku town planning' (Elisei, 2009). In order to play a game of Sudoku Town Planning it is not important to know if there are a proper plan, programme and policy in an urban intervention area, if the set of objectives is suitable for the local context, if they are shared by inhabitants or groups of interests, or if they are coherent with environmental or landscape requirements and plans. In Sudoku Town Planning it is simply important to preserve invented objectives and to hold on to the received redistributive share from the structural funds. What matters for individual projects is to fill in bureaucratic tables, regardless of the quality or completeness of feasibility studies. Neither urban spaces, nor cities, and least of all citizens and the possibility of improving their quality of life are relevant. What matters is a formally correct bureaucratic procedure to allocate EU money, not an adequate planning process. This situation results in a paradox: a need for an urgent intervention in the urban areas, numerous structure funds available for cities, but no capability to link the opportunities to the needs.
- > Why does the EU continue to play this game with and within structural funds? Surely, it is very hazardous to let such a large amount of money flow into urban transformation without having

any assurance of proper urban tools and advanced vertical and horizontal governance systems. The expression of 'Sudoku Town Planning' is used as a provocation to express a major claim, namely that it is time to stop such irresponsible spatial initiatives, they do not assist cities, nor do they re-launch economies. It is like preparing a cake by using the ingredients in the wrong proportions. A cake will result but without proper benefit to anyone. The passage to integrated planning is not completely painless in many old as well as new EU member states and it requires knowledge acquired through practices and innovative tools... possibly EU designed and driven.

The Europeanisation of urban policies is one of the most delicate tasks of the EU spatial agenda. <

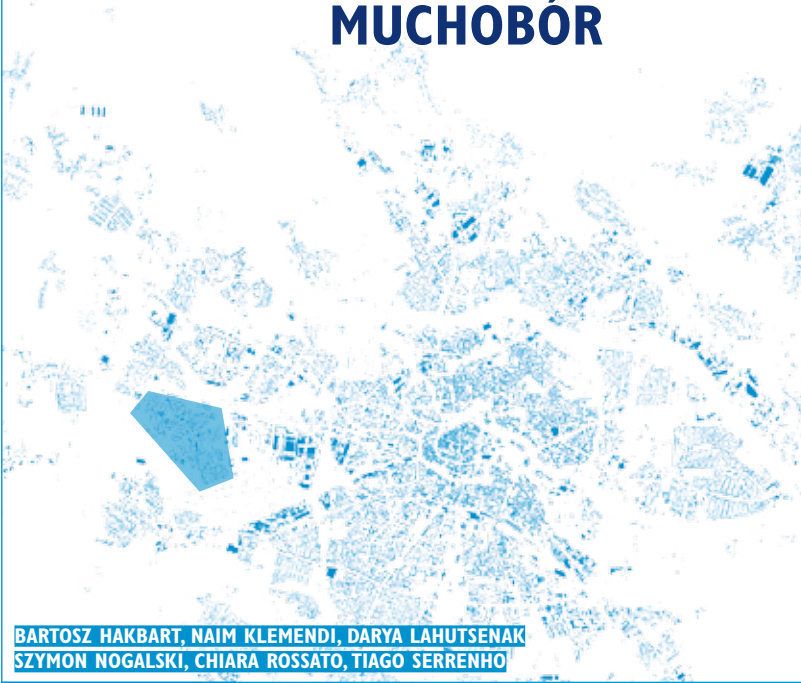
This Europeanisation happens mainly under the flag of the EU spatial cohesion policy (Faludi *et al.*, 2009). The question is that, currently, it seems that the EU spatial agenda is very weak and easily shaped by the behaviour of member states. When the EU promoted the URBAN Initiatives at the end of the 1990's, it played a relevant role and its action changed local mentalities and old ineffective practices in town planning. In the 2007-2013 programming period the conceptual visibility and the incisiveness of EU intervention in urban areas, especially in the mainstreamed action, seems to be ineffective in terms of outputs, and very weak in terms of conceptual innovations. The soft EU approach is not so helpful when it becomes too weak. It may be interesting to design more precise strategies at EU level and take a step back to reappraise the many added values connected to the previous URBAN Initiatives.

PART I

GROUP

3

**NOWY DWÓR
MUCHOBÓR**



BARTOSZ HAKBART, NAIM KLEMENDI, DARYA LAHUTSENAK
SZYMON NOGALSKI, CHIARA ROSSATO, TIAGO SERRENHO

CONTEXT

- > *Fabryczna* is the largest borough of Wrocław with crucial industrial facilities. Situated in the western part of the city south of the Odra river it contains the Nowy Dwór and Muchobór Mały neighbourhoods with 15.000 and 5.000 inhabitants respectively. They are surrounded by allotments, a large shopping mall, industrial and intensive agricultural areas, a large park (Park Tysiąclecia – Millennium Park), a river, railways, a congested inner city ring-road and a planned motorway bypass.
- > Contrasting architectural typologies characterise these housing estates. Nowy Dwór, a late-modernist prefabricated development from the 1970s with schools, community centres, a swimming pool, church, retail, large open areas and *cul de sac* access to blocks of flats varying between 3 and 15 stories creates an anonymous and dehumanising atmosphere. Muchobór Mały a low density, pre-war working-class housing district, organised on a grid model with single, mostly one-storey family villas with private gardens, small businesses, green areas, but few local services has



Negative identity

source:
www.Wroclaw.hydral.com.pl



Road safety

source:
www.Wroclaw.hydral.com.pl



Composition problems

source:
www.Wroclaw.hydral.com.pl



Absence of public spaces

source:
www.Wroclaw.hydral.com.pl

a suburban feel. Local services are located along the busy road separating the two estates which are accessed by buses and by rail from the city centre.

ANALYSIS

ACCESS AND TRAFFIC

The street network servicing the area is insufficient. Especially on the Nowy Dwór housing estate there are insufficient entry points and internal streets (often dead ends) to accommodate the traffic flows generated by the estate, reflecting the contradiction between the planning principles of the 1970s and present day car dependency. Large numbers of drivers attempt to by-pass the traffic jams by using the local streets of Muchobór Mały, causing pollution, noise and unsafe streets. Despite an extensive network of pedestrian and biking routes heavy traffic discourages the use of public spaces. The lack of bus lanes renders public transport unreliable for commuters who use their cars.



Access and traffic

source:
www.Wroclaw.hydral.com.pl

PUBLIC SPACE

Nowy Dwór's vast open spaces from modernist times were colonised since the political transition in the 1990s by uncontrolled physical structures, degrading the public realm, together with unplanned car parking. Although Muchobór does not suffer from such shortcomings as its street network remains sufficient for the dwellings it serves, both areas are cut off from the surrounding natural resources.

ASSETS AND OPPORTUNITIES

The main advantages of the area are its proximity to the city centre (5km), relative vicinity to natural resources, proximity to the airport and access to large scale retail facilities. Moreover, Nowy Dwór offers a variety of somewhat degraded services, and Muchobór Mały works as a successful small enclave of single-family housing, despite its closeness to Nowy Dwór.

POSSIBLE SOLUTIONS

ACCESS AND COMMUNICATION

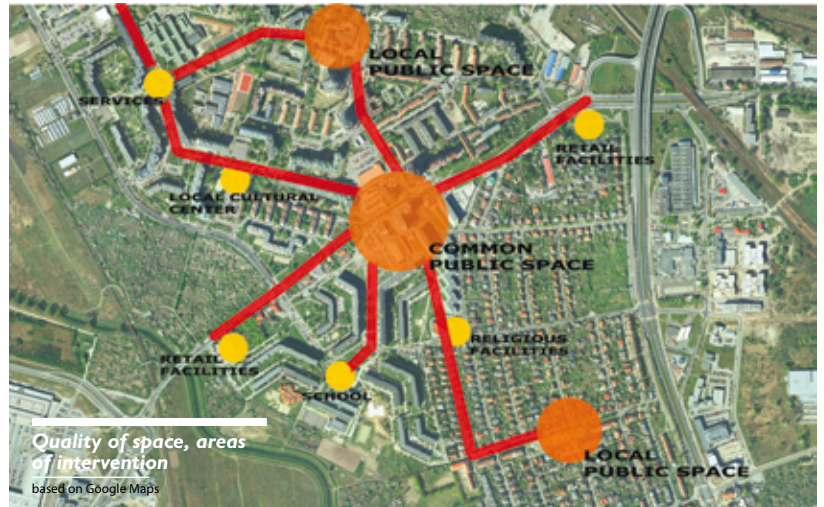
- > Based on Annual Average Daily Traffic (AADT) data, possible solutions to calm traffic on the main artery and prevent rat-runs through Muchobór include:
 - Relieving the main road traffic by densifying the existing network of streets and opening up the dead end routes;
 - Improving the public transport system (tramway) from the city centre. Such an ambitious and expensive solution might benefit other parts of the city, such as the Fabryczna industrial area and the area around the Świebodzki railway station, creating additional access to the airport and large retail outlets.
 - Upgrading internal communication in Nowy Dwór by formalising some of the existing unpaved roads, connecting the local road grid to the urban grid, and designating parking areas to protect open spaces.

QUALITY OF SPACE

- > Improving the spatial quality of the area should be a staged approach, starting with traffic calming on the main axis (Strzegomska) to turn it into a connection between the estates instead of a barrier. This would include main crossings in the north of Nowy Dwór, close to the railway station and the swimming pool, and in the south of Muchobór, where an open space already exists. The proposed stages of improvement are:
 - > **Firstly** to link Muchobór with Nowy Dwór through a common service centre, located on the main crossing, where most of the spontaneous service provision already occurs. It could be achieved through formalising existing retail and service activities, and possible physical improvement of their current location, such as covered market.
 - > **Secondly**, to develop a common public space around the Nowy Dwór railway station, which might become some local magnet thanks to its proximity with the bus station and the swimming pool.
 - > **Thirdly** to develop public services around the existing common public space in the southern part of Muchobór.
 - > These initial interventions would improve the public landscape between the main service centre and the two peripheral centres, as well as facilitating further interventions progressively in cooperation with the inhabitants. Due to the major typological difference between the two areas, the proposed physical interventions should have their own internal architectural consistency, while contrasting with their respective environments.

Communication solutions

based on Google Maps



FURTHER ISSUES

Is a strong detachment of physical structure between the two areas a <

shortcoming or an opportunity to express diversity? And how does it affect the relations between the inhabitants of Muchobór Mały and Nowy Dwór? <

Why do 1970s collective housing estates fail to produce a positive identity? <

Where does the negative perception of Nowy Dwór come from? How could Nowy Dwór's construct a common positive identity among its residents, and, consequently, in the city of Wrocław? Is there a relation between the socio-economical status of the residents and the identity of Nowy Dwór? <

At a metropolitan scale, which organisation affects the principles of planning in the city of Wrocław? How has the location on the north-western fringe of the Euro 2012 sport event been decided? Or the regeneration of large scale public buildings like disaffected railway stations, or the future role of industrial production in Wrocław in the light of Poland's shift to the service industry? <

IS HERITAGE REALLY IMPORTANT? IS HISTORY REALLY IMPORTANT?

MICHAEL VOUT ENGLAND

'Is heritage really important' and 'is history really important' are two separate but related issues. They are also two enormous questions for which the following brief examination is only a very small response and one which is directed to the way in which heritage and history have a role in urban design.

> There are at least **6 REASONS** why heritage and history are important :

HERITAGE AND HISTORY AS MONEY

HERITAGE AND HISTORY AS BEAUTY

HERITAGE AND HISTORY AS FIBRE

HERITAGE AND HISTORY AS PLACE

HERITAGE AND HISTORY AS LEGACY

HERITAGE AND HISTORY AS SUSTAINABILITY

HERITAGE AND HISTORY AS MONEY

'Heritage motivates people to travel in order to quench their thirst for knowledge, to reinforce their place in history and contextualise a place geographically and socially. In doing so they spend considerable sums of money to the benefit of the place.'

[UK Heritage Lottery Fund 2010](#)

> The UK heritage tourism industry contributes in excess of GBP 12 million to the UK economy every year and supports an estimated 195,000 full time jobs, bigger than the UK advertising, car or film industries. 4 in 10 leisure visitors cite heritage as the primary motivation for their trip to the UK

(more than any other single factor) whilst 53% of the UK population make a trip to experience the atmosphere of a historic town or city at least once a year.

The reasons why people come to see and experience places of historic heritage are many and varied, but what is important in this context is that they do come – and when they come they spend money. They do this in a direct way (such as entry payment to museums) and they do this in a substantial indirect way through the many forms of spending associated with visiting attractive places (such as eating, accommodation, etc, and particularly through general shopping).

The UK planning system arranges shopping into two types: convenience shopping and comparison shopping. Although planning might wish it to be otherwise (for the sometimes over-simplistic notion that everybody should just use the corner shop) it is understandable that when shopping for the usual bulk food needs, ease of shopping and parking often take priority over the physical appearance of the place. This is not to say that the many large retail parks in the UK are perfectly good – on the contrary, whilst they might combine the bulk shopping needs with easy parking, they are unsustainable. They are frequently associated with traffic congestion problems and have contributed to the decline of the traditional shopping street. The point I am making here is that the quality of the immediate physical context is frequently not the determining factor for the convenience shopper.

Comparison shopping is a quite different issue and it is one which might be considered to be far closer to the activity of 'leisure shopping'. In both cases the shopping experience is crucial to the activity – and not surprisingly, the physical quality of the context plays a significant role in determining the quality of that experience, i.e. the extent to which it is a safe and pleasing experience, the extent to which movement in the place is understandable and convenient, the extent to which the buildings and spaces are stimulating and attractive, and that they not only contain shops but other associated

uses such as restaurants and bars. It therefore comes as no surprise to find that historic UK towns such as Chester, York or Shrewsbury are all places which are considered good shopping town centres, because they provide rich and stimulating surroundings which contribute significantly to the comparison and leisure shopping experience. Therefore the contribution of heritage to the shopping experience should not be underestimated and particularly the role of the historic environment to the meandering comparison shopping experience.

- > Further, when combining the wealth generated by shopping with the associated employment it is apparent that heritage has a very valuable role in sustaining the local economy. Thus, quite apart from any justification based upon 'soft' reasons such as beauty or culture, heritage is important for its 'hard' value in contributing to making money.

HERITAGE AND HISTORY AS BEAUTY

'Everything has beauty, but not everyone sees it.'

Confucius

- > Across the UK there are many natural and man made locations with special designations. Some are designated because they are places of special historic or ecological value such as 'Conservation Areas' and 'Sites of Special Scientific Interest' (SSSIs). In many cases these places are special because they are also visually attractive, i.e. they are beautiful. The UK designation of 'Areas of Outstanding Natural Beauty' (AONBs) is one good example of this.
- > Of course the concept and definition of beauty is very debatable and many subscribe to the belief that it is a wholly subjective issue, that 'beauty is in the eye of the beholder'. As if to prove this point, in 2000 a British newspaper pursued a campaign to designate Kylie Minogue's bottom as an 'Area of Outstanding Natural Beauty'. Although it was intended as a hoax it demonstrated that it is wrong to assume that there is universal agreement about what is outstandingly beautiful.

Notwithstanding the above example, it is evident from observation (at least in western society) that people often share the same preferences for things such as movie stars, cars, great buildings and great places, i.e. society displays a remarkable amount of collective agreement about what is beautiful. Moreover, whilst it is perfectly true that it is possible to think of places of historic heritage which mark unpleasant events of the past and are not aesthetically pleasing, a great many of the places in the UK which are designated as being outstandingly beautiful are those which might be termed as having historic heritage.

Places of historic heritage are not automatically places of beauty, but heritage and history are important because they often are beautiful places.

HERITAGE AND HISTORY AS FIBRE

'Every noble life leaves its fibre interwoven forever in the work of the world.'

John Ruskin

A significant proportion of UK residents now live in housing estates which are relatively bland and uninteresting. Layouts frequently exhibit the same placelessness, the architecture is at best a pale, superficial and confused reflection of older styles with little authentic quality and British town centres are full of the usual national and international pastiches. People are becoming visually gratuitous through the medium of mass media and their senses are impoverished by their bland 'living diet'.

The quality of architecture is often discussed with reference to the three principles first described by Marcus Vitruvius (70-15 BC): **Firmitas, Utilitas, Venustas**. The first and second of these qualities – those of firmness (structural soundness) and commodity (fit for purpose) are often easy to explain and defend. However the issue of 'delight' is often difficult to define as it can be viewed as the 'intangible' part of design, and yet one can argue that it is this very quality which distinguishes and sets architecture above mere building. Could it be

that the explanation of the value and importance of delight may in part lie in satisfying the need to have sensory 'fibre' in lifestyle?

- > Whilst good architecture and urban design which is well crafted is able to satisfy some 'sensory fibre' irrespective of its heritage the many layers of interest and the patina of age which is often associated with historic landscapes frequently provide a rich source of sensory 'texture' and visual 'fibre'. I would propose that heritage and history are important because they provide sensory fibre necessary for human well being.

HERITAGE AND HISTORY AS PLACE

'What the individual requires... is not a plot of ground but a place – a context within which he can expand and become himself. A place in this sense cannot be bought; it must be shaped, usually over long periods of time, by the common affairs of men and women. It must be given scale and meaning by their love.'

August Heckscher

- > In *Genius Loci* Christian Norberg-Schulz (1979) explains how places are important to satisfy the human need to belong to a location and the need to orientate themselves in the world.
- > In *Place and Placelessness* Edward Relph (1976) describes how places are a combination of the physical setting, the activities which take place there and have taken place there and the meanings associated with it. He also explains the importance and role of authenticity in 'place making' and how that quality is achieved in an area through the process of being lived-in, used and experienced. Time is clearly a contributing factor in the creation of places.
- > The marks of the passage of time manifest themselves in many different ways. Sometimes it is through the accumulation of memories and meanings associated with a place but often it is the physical setting of a location through the remnants and layers of historic development and change which helps give a place its history and much of its identity and authenticity.

The whole concept of place is very much dependent upon the ability to distinguish between one place and another, i.e. to be able to identify with a place, the place must be distinguishable from other places. The things which mark one place from another is about their differences. Difference is a good principle. Looking at human beings and the celebration of the variety of people proves that difference brings diversity and interest.

Heritage is not only a very potent and very tangible expression of the passage of time but a rich source of the things which make places different.

HERITAGE AND HISTORY AS LEGACY

'Heritage is the legacy of physical artifacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations.'

UK Heritage Lottery Fund 2010

The term heritage can often just mean old or historic and certainly the sections above have tended to imply this. Although the words heritage, old and history are frequently used together they actually have three different meanings.

Old is more to do with having lived or existed for a relatively long time, whilst the word history comes from the Greek **ιστορία** – historia, and is concerned with information about the past and shares its etymology with the English word 'story'. Heritage on the other hand is more precisely defined as meaning legacy, i.e. that which is inherited from the past and particularly, that which is valued today and worth preserving for future generations.

Once heritage is not only used to mean very old things it is possible to embrace many other forms of development, architecture and landscape, including from the very recent past. Indeed the UK heritage industry regards many buildings from the 20th century as being part of the British heritage. A key aspect of heritage in this respect is not so much that a building or a place is old but that it is valued today and worth preserving for the future.

> Of course this raises another question of how to decide whether a man made or natural landscape is valuable or not and therefore worthy of preservation. Whilst these brief notes are far too short to explore this important question they can acknowledge the broad principle that the retention and re-use of older buildings and townscape are an inevitable and important part of legacy. They help location in history, understanding culture, bring about a more sustainable approach to building (i.e. extending and continuing the use of an existing resource) and provide a development with an 'instant' sense of maturity and visual distinctiveness. Historic heritage is the gift from the past to the current generation. Heritage is passing this gift to the future.

HERITAGE AND HISTORY AS SUSTAINABILITY



'Therefore, when we build, let it be such work as our descendents will thank us for, and let us think, as we lay stone upon stone, that a time will come when men will say, as they look upon the labour and wrought substance of them, see! this our fathers did for us.'

John Ruskin

- > The definition of sustainability in the UK is slightly different from the definition used in Poland. Whilst the British meaning is often based on the Brundland Report (1987)¹ and is particularly concerned with the responsibility to future generations, the Polish definition of sustainability has more to do with the concept of balance. Both are right.
- > Despite its noble origins, the word sustainability has also come to mean many different things in the UK. One of the misleading interpretations is the way it can be seen as being primarily concerned with the use of sustainable features, such as photovoltaic panels or wind turbines or specific waste recycling and energy efficiency measures.
- > The true essence of sustainability however is about good stewardship. An important part of that process the best use of resources, the way they are valued and how to make the best use of the built heritage. This principle not only applies to the

way in which buildings are preserved as a record of the past, but also in the way in which buildings are continued to be employed for contemporary uses whilst preserving the integrity of the original structure. In doing so the great and the beautiful is passed on to the descendents, so that they too can enjoy the richness of our heritage.

This is not a static process. Preserving buildings as museum pieces can in some cases be economically unsustainable. It is far better to put the building to good use whilst preserving the integrity of the property. Not only will this sustain the building for future generations but it will also help provide the 'fibre' and place making maturity to an area.

CONCLUSIONS

These notes have very briefly touched upon several issues which are important in urban design. The planning and design of the built environment can be, and to a great extent must be financially viable. It must contribute to the beauty and richness of our urban landscapes, it must provide a texture to our lives, it must help to create real places and it must provide a worthwhile legacy for future generations.

Whilst heritage and history are by no means the sole solution in addressing these issues (and indeed one would hope that the good examples of today will become the valued heritage of tomorrow), they do provide a rich source.

It has been said that if one wishes to understand a society then one needs look no further than the physical world around it – as its values are made manifest in the buildings and landscapes. It would be a dangerous and sad thing if one did not move forward confidently, creating buildings, landscapes and places which one hopes will become the beautiful heritage of the future, and it would be equally dangerous and sad if one did not value and acknowledge the value and importance of existing heritage and history.

¹The Brundland's Report quotes: *'Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.'*

URBAN DESIGN AND CLIMATE CHANGE WITH EMPHASIS ON ENERGY

STEPHEN LORIMER USA / UK

In the context of climate change urban design has a dual role to try to limit and adapt to the consequences of climate change. The role of urban design may have been neglected because it deals with a complex set of dependent parts which are hard to quantify. Understanding urban design and climate change means looking beyond the merely technical solutions that deliver energy to meet demand with less carbon emissions. Urban designers are well placed to reassess the patterns of living and building which have turned an energy-hungry modern world into a physical reality.

INTRODUCTION

> One of the role of urban design is to assist in adapting the built environment to climate change resulting from global temperature rises due to greenhouse gas emissions occurring due to human activity on the planet. Urban design can be an enabler for other disciplines to reduce energy and material consumption – making the job of campaigners, architects, and engineers easier and in some cases even possible at the sharp end of the fight to limit climate change.

WHAT IS THE SUBJECT?

> In an age of global climate change and carbon emission reduction targets, the energy efficiency of urban development is an important professional and political factor in the planning of our towns and cities. The quantity of energy use from electricity generation, buildings, production and transport are easily compartmentalised. They are only documented at the national level (by the Department of Energy and Climate Change 2009) as part of the fulfilment of the Kyoto Protocol which expires in 2013. The idea of energy use, climate change, and its relationship to urban design is related to the environmental aspect of

sustainability which aims to be balanced with social equality and economic performance. The balance between these three aspects should be considered in the strategic environmental assessment of any development project.



1. Von Borcke's assessment of current and future sustainability balance

source: von Borcke, 2003

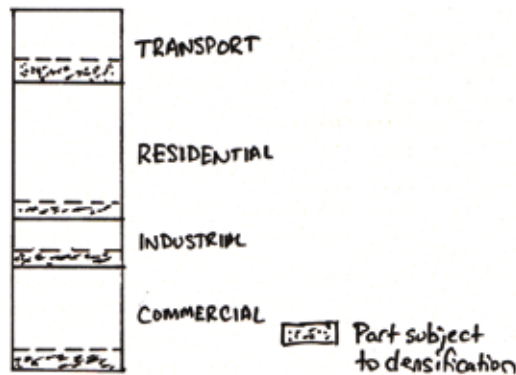
Under the European Sustainable Environmental Assessment Directive 2001, an environmental report must be made to assess the environmental impact of a land use proposal and any viable alternatives possible on the development site. In the context of many member states, including the United Kingdom, the social and economic impacts on the area are also considered in the report. Planners, politicians, and developers tend to feel more comfortable with the social and economic issues facing the site while the environmental side of the assessment is seen as too technical to understand. These issues are therefore dealt with in a superficial manner without much assessment of the meaning or context of the data produced for contamination, energy use, pollution, and waste.

The subject of energy use in urban planning comes under the European Energy Performance of Buildings Directive 2010, which is replacing a 2002 directive of the same name. Currently, there is a requirement for each member state to develop a minimum standard on the energy performance of new buildings and extensively renovated existing buildings over 1000 square metres. All public buildings must have a prominent display of their energy performance. The methodology should include all the aspects which determine energy

efficiency and not just the quality of the building's insulation. This integrated approach should take account of aspects such as heating and cooling installations, lighting installations, the position and orientation of the building, heat recovery, etc. A future directive will force all countries to calculate minimum energy requirements of all new and renovated buildings (without a minimum floor area) according to one European benchmarking methodology. By 1 January 2021, all new buildings, including existing buildings undergoing major renovation, will have to meet 'very high energy performance' (called 'almost zero-carbon' buildings) standards. The directive will also require an energy performance rating for any building constructed, sold, or rented out.

> Government initiatives to limit energy use in the built environment have recently been led by energy conservation in buildings and the use of renewable energy on building sites. In the European Union, buildings account for 41% of all energy consumed with less than 25% each for transport and industry (Steemers, 2003). Significant amounts of research have been carried out on energy efficiency in housing. Mitchell gives a thorough overview of the current literature and methodologies for measuring urban development, form, and energy use in buildings (Mitchell, 2005). In the UK, the Building Research Establishment and the Department of Communities and Local Government have conducted or commissioned extensive research on the efficiency of domestic building types. Energy use in domestic buildings, and their subsequent CO₂ emissions, are assumed relatively well understood (see work of the Building Research Establishment in the UK and the SP Technical Research Institute in Sweden quoted in Mortimer, Ashley *et al.*, 1999). Contemporary developments in energy research has gone beyond dwellings, for example in energy models on the performance of the non-domestic buildings stock at UCL which have classified non-domestic buildings by their size and type (Bruhns, Steadman *at al.* 2006).

However, Ratti *et al.*, (2005) noted that little is known about the impact of urban form and geometry on the energy performance of the building stock taken into its entirety. This debate is taking place without the necessary aggregation of data to identify the amount of energy savings that are directly gained from urban design, as a separately measured aspect of energy use from energy efficiency improvements in buildings, enhancements in transport technologies, or modal split. The environmental value of good urban design is often lost for urban designers and planners as it takes more effort and time to evaluate than is available within a development or a masterplanning budget.



2. The kind of statement that urban designers will eventually have, once they have enough relevant data

The reason for this is the focus on building physics in research on different building envelopes that can reduce the energy needed for space heating, the largest component of energy use in buildings (about 85% in the United Kingdom). The terminology that building scientists use as part of their work include insulation thicknesses, U-values (the air resistance of materials), indoor temperatures, heating system performance, ownership of appliances. The uncertainties surrounding these variables are compounded by poor availability of disaggregated energy use data, poor availability and unreliability of data on

the real permeability of surfaces, as well as very limited possibilities of correlating energy data with physical variables. Meanwhile, the rise of 'gadgets' and electronic equipment is real. Data from the current Domestic Energy Fact File for the United Kingdom reveals that from 1970 to 2006, the energy consumption of lighting and appliances grew by 148% compared to 23% overall (Sharrock, 2008).

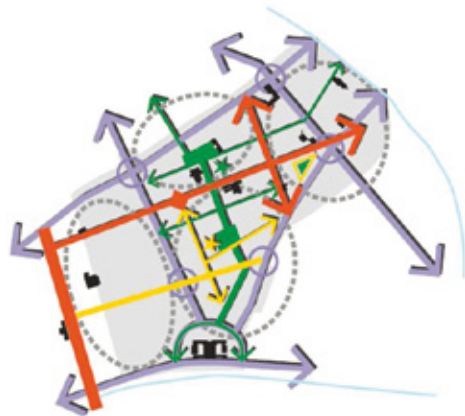
- > For the urban designer, electricity use is related to the reduction of demand caused by high quality public spaces or transport nodes that take people into public areas and draw people out of their home. Conversely, bad design that increases commuting can also reduce hours spent in the home, so urban design may be relatively neutral in relation to energy use.
- > A final issue is how the political realm is perceiving the role of urban design in mitigating climate change to reduce demand. In public life numbers rule: big is better than small, or vice versa, no matter what context may be established. In the case of urban life and impacts of humans, politicians will use anecdotal evidence instead of established qualitative research methods devised by academics. An exception to this is polling and focus groups which are quantitative albeit subjective exercises, such as what percentage of participants agree with a statement, etc.

BEHAVIOUR CHANGE: THE EXAMPLE OF TRANSPORT

- > In current policy and practice urban design deals with indicators of quality of life. This is the most natural space for urban design to have an impact on climate change (Department for Communities and Local Government, 2007). The form and spatial pattern of settlements – where people live, work and shop, and the available choice of how they move about – are a fundamental driver of demand for and consumption of energy (Council for European Urbanism, 2008). These drivers are evident in the objectives of urban design promoted in England and Wales: character, continuity and

enclosure, quality of the public realm, ease of movement, legibility, adaptability, and diversity (DETR, 2000).

The most visible change is in transport modes. The layout of any good urban structure that connects places to each other integrates land use and transport, specifically public transport, walking, and cycling (Department for Transport, 2007). These urban design principles were adopted before considerations for climate change and carbon emission reduction, and they are still valid today. Security is often cited as a reason for illegible and impermeable streets and spaces. Guidance still holds that natural surveillance and designing routes that are overlooked and busy enable the design of housing layouts to make a major contribution to both the prevention of crime and the reduction of fear of crime (Association of Chief Police Officers, 2004). Conversely, legible and accessible spaces contribute greatly to the job of campaigners to promote green travel, and for transport planners to increase the amount of services and convenience of public transport, cycling, and walking.



3. Example of Legible routes, streets, and spaces

source:
DETR, 2000

> The co-location of uses in a neighbourhood is a key area for reducing demand for transportation energy use in a city. Increasing local facilities in an area reduces the propensity to travel further. The viability of large scale facilities such as supermarkets, leisure centres, and health centres have to be considered, but it depends on the existing city structure. A city with a polycentric structure enables the clustering of high quality facilities in its centre, as well as in secondary locations with equal catchment areas. Locating basic facilities such as a primary school, a health facility, or a corner shop within a distance of 400 to 500 metres would reduce many trips to walkable distances. However, the viability of each of the above facilities is related to the local population, and about 2,500 people, or about 1,000 dwellings, would be a workable minimum to allow this to happen. In density terms, this translates to about 100 dwellings per hectare, or around a 1:1 floor to development area ratio, with the assumption that development sites are around 60 percent of the gross area and dwellings have an average of 100 square metres of gross floor area. Different land use and transport models are available (e.g. the LUTS model at the Martin Centre of the University of Cambridge and University College London as part of the Solutions project cited in Mitchell, 2005).

REDUCING RESOURCE CONSUMPTION AND DEMAND

> Emissions from transportation is a major contributor to climate change, but it is far from the only consideration for an urban designer. Urban design can also lessen resource consumption. The effects of infrastructure, embodied energy, building operation energy, locational inefficiencies, lost ecosystem services, lost opportunities for cogeneration, and urban settlements can all induce more demand for energy, resources and emissions-producing activities (Council for European Urbanism, 2008). Higher urban density can promote shorter road lengths, higher intensity public transport options, and a range of uses that can be collocated;

conversely, hyper-density can increase dependence on mechanical ventilation systems and high building material consumption.

Urban design can help reduce the dependence on energy to heat and provide electricity in the building stock. Good use of aspect ratios and street trees can allow solar gain for heat and prevent it when the air is warm, and they are more desirable than energy-hungry climate controls (Baker and Steemers, 1999; Homes and Communities Agency, 2007). Designing streets that allow architects to design groups of buildings with more common parts, from just a party wall to green spaces or even services can be a great contributor to saving both energy for running a building and the resource consumption of building at the start of its life cycle (Williams, 2002). Retaining the concept of the block and plot with some basic rules on cores encourages diversity and adaptability of the urban form, and saves energy in the long term by allowing new individual solutions for incremental growth, instead of a single complex system that is not easily upgraded using new advances in renewable energy technologies (London Renewables, 2004; Mayor of London, 2009). Suburbia and low density uses can be redesigned to facilitate lower energy consumption and to ameliorate resource heavy lifestyles (Dutton, 2000). The approach of urban design as an enabler for reducing resource consumption in construction and running energy cost of our domestic, work, and leisure lifestyles is valuable and should be encouraged as a prerequisite before investing in new technology in renewable energy generation or green roofs and walls.

OVERALL PICTURE

The amount of energy used by an entire community encompasses many facets of human life: food, goods, household waste, local transport, electricity, and heating are all related to activities in buildings. Three questions emerge from the need to reduce energy:

- which strategies equated with energy-saving or energy producing devices, are appropriate to use?

- what is the impact of intensifying urban form on the ability of buildings to perform as expected?
 - what is the appropriate application of these devices on a development site or in a collective arrangement?
- > The devices generally available to reduce the energy requirements of a housing area are solar gain of light and heat for space and water, passive ventilation, and on-site electricity generation. Solar energy for residential properties enables energy to be saved that would otherwise have been needed from electricity for lighting the interior of the home and from natural gas to run boilers that provide hot water for both radiators and water systems; natural ventilation of properties which makes installations of mechanical ventilation systems pushing warm or cool air through the building unnecessary. On-site electricity generation which provides electricity for the use of lights and appliances in the home, is another solution, together with heating and cooling through the use of electric heaters or a heat pump, depending on the site conditions.
- > Densification of cities has an impact on the amount of energy used in a residential building, such as party walls shared by two buildings to provide a direct physical contacts between them. Research shows that the lack of direct responsibility of any one property owner leads to neglect of leakage of heat or air permeability (Chapman, Lowe et al., 1985). At neighbourhood level it is possible to establish the respective responsibility of people for emitting dioxide carbon into the atmosphere. From raw data of energy use and carbon emissions in the city, it seems to appear that people living and working in the central city are the main culprits of carbon emissions. However, research by the Center for Neighbourhood Technology in Farr (2008) reported that measured per person, it quickly emerges that people living in the high-density areas of the city are less 'culpable' of carbon emissions than those in low-density suburbs. This should back up the intuition of urban planners about what influences the energy intensity of the city.

On-site electricity generation using photovoltaic cells, combined heat and power systems and wind micro-turbines for the generation of energy in residential developments needs closer examination. Such sites could be defined either as the plot of an individual building or the combination of plots into a unified whole, ranging from an urban block to the scale of an urban neighbourhood. The use of photovoltaic (PV) cells depends on the amount of sun that can reach the panel, usually erected on the roof of a building (or on the façade, etc). Combined heat and power systems generate electricity retain the heat involved in the process to provide heat to buildings. There is mass scepticism amongst energy engineers regarding the use of wind turbines on individual buildings, as they are not efficient enough to make a notable change in most temperate climates such as northern and central Europe (Bahaj, Myers *et al.*, 2007; Monbiot, 2009). In many situations, renewable energy produced by collective systems such as wind farms or solar farms is more effective in terms of money spent per kilogramme of carbon dioxide saved. However, this is public investment and borrowing, and the financial climate of 2010 is a salient brake to this type of thinking. Instead, favourable tariffs put in place by many European countries such as the UK are encouraging private investment on individual sites which also comes from the public purse and goes to individuals, not even small communities; moreover there is a EU directive which focuses on wind turbines to the detriment of solar and CPH.

PASSIVE SYSTEMS: SOLAR AND VENTILATION

Solar energy methods are the traditional way of addressing the amount of energy that are used in a building. The amount of daylight reduces the need of using electricity to light a building and passive solar heat gain reduces the amount of energy needed for space heating. There are also devices that convert solar rays into electricity through photovoltaic (PV) cells and to heat water through solar hot water systems. In the context

of generally cool, temperate countries such as the United Kingdom or Poland, the urban designer should be optimising the amount of building skin that is facing the south. If one is designing a normal street grid, this would result in east-west rectangular blocks. In the context of PV cells or hot water collectors, about 90 per cent of the potential output can be retained by being up to 30 degrees from the south.

- > As a general rule in northern climates, the more sun available the better, but the problems of overheating need to be considered as well by using devices such as shutters (especially in countries with summers with temperatures over 30 degrees in southern and central Europe), street trees, and awnings. It is possible to achieve high levels of natural light penetration within a tight urban form with streets that are less than 12 metres wide. But a balance needs to be struck between new development and the constraints imposed by local settings, particularly in relation to the land use and street pattern of surrounding areas and the height and roof-scape of other buildings. This should be incorporated into housing guidance – for example, the London Housing Design Guide requires that glazing area of any external wall should not be less than 20% (Mayor of London, 2009).
- > Passive ventilation methods are another way of reducing the energy required for heating and cooling a building. Urban air quality is usually very poor. One guideline for simple residential development is to ensure that rooms with one external wall have a depth of no more than 2.5 times the floor to ceiling height. With two external walls, this can double to five times the floor-to-ceiling height. This does limit the depths of blocks, especially in high-density areas where flats are commonly found to be single-aspect, or having one external wall (Ritchie, Thomas, 2009). In office and commercial buildings, the situation does get much more complicated. One recent solution, for example, is to have a false floor to supply air from under floorboards.

**ONSITE GENERATION:
 WIND AND DISTRICT HEATING**

On-site energy generation is a multi-faceted issue concerning solar, wind, and district heating solutions. Planning rules have previously used a simplistic minimum for the amount of on-site renewable energy. In the UK, this is called the ‘Merton’ rule after the name of the London borough that first mandated a 10% minimum for any normal planning permission. However, complex urban areas cannot always follow these types of minima, and some collective pooling of renewable energy generation should be considered as part of any city’s pledge to use more on-site sources.

Photovoltaic solar panels (PVs) can generate electricity that can directly operate lights and appliances as well as heating and cooling systems in certain circumstances. In the case of passive solar heating and day lighting, the height of the top of a standard window (2 metres above ground level) determines the effectiveness of the sun if sunlight is intended to come directly into the window all year, including the winter solstice. In most of Europe, this would cause the design of streets to fail one of the premises of urban design to provide continuity and enclosure of the street appropriate to its use, especially in residential streets of 4-5 storeys where the expected distance between buildings would normally not be more than around 18 metres (DETR, 2000; Llewelyn-Davies, 2003).

Wind turbines as a source of on-site renewable energy have recently been discredited in the academic and popular science press after the practice had been heavily promoted by politicians in Europe and the United States. Studies in urban areas have found that the energy yield was particularly low, especially if placed below the height of the rooftops (Heath, Walsh *et al.*, 2007). The key for this type of approach is the concept of embodied, or embedded energy. In a normal wind farm, the carbon savings meet the carbon needed to build and install the turbine (embedded energy) at around 3-10 months (Sustainable Development Commission, 2010). In contrast, recent research has

found that the energy payback could be potentially more than four years (Ranikne, Chick et al., 2006). There are also several practical planning issues with installing rooftop wind turbines because they can usually be seen from the street, triggering a higher level of regulation than other devices such as PVs or solar hot water heaters. Conservation and historic preservation laws may also inhibit ideal siting of the device.

- > District heating systems are a further way to reduce energy imports from the electricity grid or additional natural gas for boilers inside the home. An example of this is the use of combined heat and power (CHP) and district heating. According to studies on buildings and energy, an on-site renewable plant called micro-CHP has the potential to deliver heat (55%) and electrical (30%) energy locally to a neighbourhood and reduces the transmission and distribution losses of a larger, more centralised power station – the losses a typical UK electricity power station are around 70% (Steemers, 2003). However, for the balance of heat and power to be optimised the energy demand should mix housing with retail, employment, and leisure activities.
- > Providing an appropriate site is another important issue for urban planners. In the case of Wrocław, Poland (discussed during the European Urban Summer School), the district heating plant for the city centre is situated in a prominent location that would otherwise come under intensive pressure to develop an extension of the urban core. Noise and traffic of the 24-hour operations of a power plant, however small, must also be taken into account in the siting of the plant, along with practical engineering issues of providing enough space and access points in each street for hot water and waste pipelines alongside other utilities.

ADAPTATION AND RESILIENCE

- > Urban designers will need to make existing and future designs resilient to the consequences of climate change, such as greenhouse gas emission induced rising water levels, soil quality, and heat. Technological advances have helped to increase

the safety and security of urban inhabitants and divorced the urban area from local environmental constraints in recent years. An idealised urban form can be conceived for a flood-resilient city that takes into account geographic constraints and the use of sustainable urban drainage systems in small areas (Department for Communities and Local Government, 2008; White, 2008). Care should be taken when designating new urban extensions in viable farmland as keeping arable land near urban areas reduces resource consumption in food production. Finally, urban heat islands are getting bigger and hotter due to climate change. It makes cities warmer than the countryside as insulation is absorbed by hard surfaces, roads, roofs and walls and the consequent heat is only slowly released. Green infrastructure consisting of parks, water, and greenways included in masterplans can help reduce energy use by reducing energy demand for cooling buildings and keeping surface temperatures from rising further despite climate change (CABE, 2009; LUCID, 2009).

CONCLUSION

The evidence base available to planning and urban design is clear. The principles of urban design that promote legible, adaptable, diverse, permeable settlements hold and they grow stronger faced with the challenges of mitigating and adapting to climate change. Energy generation and transport modes are easily understood by the general public, but there are underlying complex and less obvious urban structural issues which planners and urban designers have to de-construct and analyse, to propose innovative solutions. Only then can society maximise the skills and opportunities proposed by the range of specialist professionals that are trying to reduce energy demand and greenhouse gas emissions and make cities resilient to change.

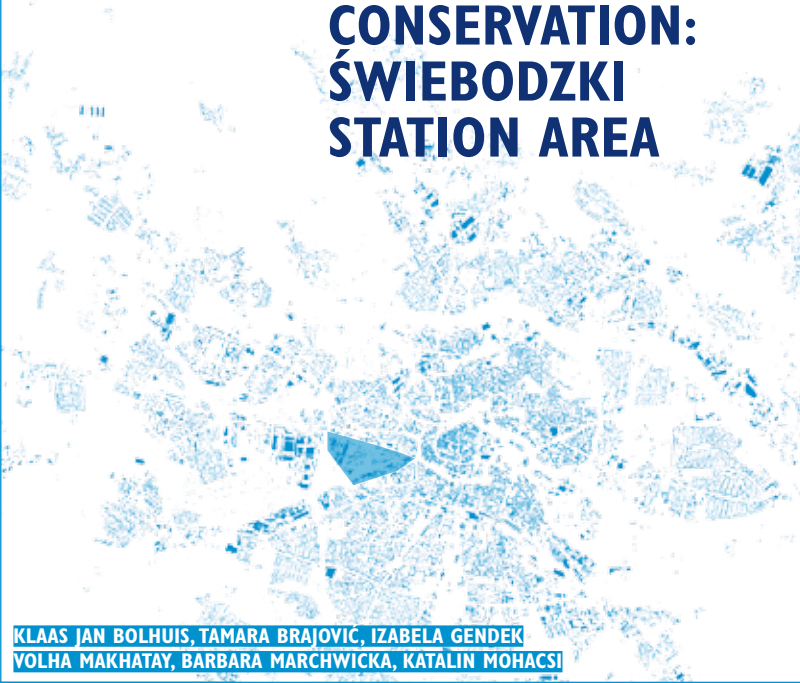
S. LORIMER



PART I

GROUP 6

REGENERATION AND CONSERVATION: ŚWIEBODZKI STATION AREA



KLAAS JAN BOLHUIS, TAMARA BRAJOVIĆ, IZABELA GENDEK
VOLHA MAKHATAY, BARBARA MARCHWICKA, KATALIN MOHACSI

CONTEXT

- > The Świebodziński Station, out of action since 1991, built in 1842 in classical style as a connection hub, is an attractive landmark. Located 800 metres from Rynek, 1,5 km from Wrocław Główny station and 9 km from the airport, the station houses a dance club. A market stretching over the tracks is mostly informal, self organising, well-known and well-visited. Hotly debated, the station and its surroundings have been subjected to numerous studies and strategies.
- > Despite current uses, the area does not live up to its full potential of central location, vacant land, potential rail-airport interchange and valuable historic building. Wrocław's development opportunities as EURO2012 host city and 2016 European Cultural Capital offers the possibility of developing this site into a unique integrated mixed use area which we conceive as the **Golden Gateway** to the city.



Railway station current use

VISION

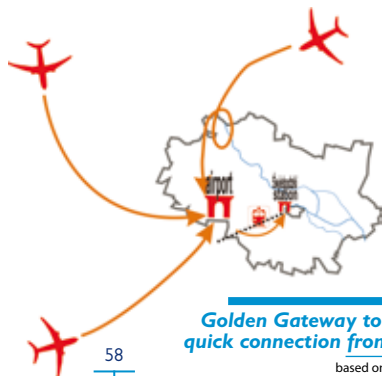
The design of the 'golden gateway to the city' consists of three elements: a gateway, an icon, and a place, inspired respectively by Sheffield's Gold Route, Wrocław's Renoma department store and the CAT (City Airport Train) connection between Vienna and its airport.

The place is already a multi-modal node and appropriate as a gateway for a quick and high quality rail connection between the airport to the city centre, reusing existing tracks to accommodate the 2.2 million passengers expected from 2014.

The Świebodziński station is a site with history. In the 18th century, it formed part of Wrocław's fortifications with gates to the rural surroundings. The city gates were the places that divided the city and its rural surroundings. In the 19th century a station was built at this place as a grand arrival experience which is no longer the case for 20th century airports. Reusing the train stations as a place that welcomes people to Wrocław might prove an asset to give visitors their wished-for entrance and exit to Wrocław.

Due to its position in the urban network the site fulfils the preconditions of a successful mixed development with cultural and tourist functions, acting as an economic driver which could co-finance the restoration of the station.

The 'golden gateway to the city' provides a vision of a balanced development integrated into the social tissue of the city with privileged accessibility, contributing to Wrocław's long term prosperity. However, it raises the contested consequences of gentrification which includes displacing a popular market.



Golden Gateway to the city, quick connection from airport based on Google Maps



DESIGN STRATEGY AND IMPLEMENTATION

- > Our development proposal consists of a (light) rail connection, renovation of the landmark building and new functions for a mixed-use area. For a successful project, public sector investment in infrastructure and place-making is needed, as well as private sector development of commercial functions. We propose a public private partnership (PPP) to implement the project, although in Poland there is little experience with PPP but the Polish government adopted legislation on PPP in 2008 and established non profit Centrum PPP. The Polish Railway Company (PKP) has a strategy to improve Polish railway stations with PPP. The development would take place in four phases.
- > **STEP 1:** Establishing a public private partnership including City of Wrocław, PKP railway company, airport authority and investors with clear terms of reference. The main task of the City of Wrocław is to improve the physical layout around the station and to fully connect it with the city's transportation network to become a hub for pedestrians, cyclist and people using public transport. Coherence between the tasks of the partners is essential.
- > **STEP 2:** Developing a Master Plan and upgrading the road network. It will include public interest elements, such as infrastructure, the regeneration of a heritage landmark and the relocation of the existing market. Inhabitants of Wrocław will be invited to take part in the decision making process by contributing inputs for the development

and vote on the proposed programme. The development, of course, must be economically feasible. Feasibility studies need to be carried out for different development alternatives and ensure that the schemes are economically viable.

An open architectural competition for the redevelopment of the station building and its surroundings will be launched to transform the programme into an urban- and architectural plan. Restrictions will ensure that the core of the Świebodzki station building is kept intact. A commission should select at least three plans consistent with Wrocław's overall development strategy and citizens should be included in the final vote.

STEP 3: Commercialisation of the station and its surroundings by finding operators for the facilities, etc. Research shows that retail is a growth area, and that there is a need for more quality hotels etc. When the partnership has pre-let 70% it can prepare the building process.

STEP 4: Incremental growth. The initial development will create new opportunities for the greater station area. It is a catalyst for further development of the site. The map gives an idea of this phased development. The second phase will concentrate on the market area and its link to the station. The third phase will consist of rethinking the function and use of the warehouse area. Finally, the back side of the station area might be developed.



Phases of long term development

based on Google Maps

NEW CITY STRUCTURE: DOES IT COME FROM THE PAST?

WAWRZYNIEC ZIPSER POLAND

The spatial structure of cities, especially large ones, has been a challenge for generations of planners and architects. Its complexity causes many difficulties for the very task of its identification, let alone planning and solving spatial problems. The drive to improve, better yet adapt the spatial structure of a city to the needs of its inhabitants has marked the history of cities as long as they have existed. Regardless of the need for security, prestige, beauty or accessibility, the principle goal has always been functional solutions.

INTRODUCTION

- > The spatial structure of cities is determined by many natural and topographical factors, such as rivers, landscapes and natural resources. Other important factors include their position in the settlement hierarchy or the role a specific unit plays or played in the settlement structure (Zipf's Law). In addition to historic factors, current tendencies, such as the global economic situation and changes in the spatial behaviour of citizens linked to their level of socio-economic development are influencing the spatial structure of cities. Together all these factors require a city-specific approach. A feasible framework which can be fitted in a flexible way to individual cases will make it possible to prevent undesirable or dangerous processes to the natural and social environment.
- > It appears that the main factor placing high requirements on the spatial structure of the city is the system of relations which enables communication among inhabitants and satisfies their needs of mobility. If accessibility or mobility are not guaranteed at an acceptable level, the spatial structure of a city could handicap urban society (or at least parts of it) by limiting freedom of choice and restricting accessibility.
- > The biggest challenge faced by planning is to match the urban structure of cities to their increasing degree of urbanisation, which can

produce pathological structures such as slums especially in developing countries. Another decisive factor is changing demographic structure, equally in countries with high birth rates as those with negative birth rates. Another key factor is how to adjust existing city structures to potential, future communication systems. They may take advantage of new technologies linked to communication which affect physical movements believed to continue to dominate interpersonal contacts. This trend is supported by the experience of previous decades and the effect of virtual relationships over the World Wide Web. The future mode of transportation could take the direction of more individualised mass transport, meaning a network of main transfers enriched by a network of local options. As it is difficult to anticipate the exact form of such future transport systems, the new city structure should anticipate development possibilities of mass transit in a flexible way.

Looking at developmental determinants from a historical perspective, it seems that their importance and influence over spatial decisions have become much more significant than at the time when modern city structures emerged. This process is linked to the emergence of ecological awareness or related awareness of cultural legacy within democratic societies. In the past, decisions to build a moat or city walls or to demolish buildings due to railroad construction caused no challenges other than financial or technological. Paradoxically, modern technology with much greater potential is hampered by feelings of responsibility for the environment and the way humans have affected it many times over. Nevertheless, the responsibility to influence the living environment in a balanced manner persists.

Important factors in the decision making process are money, system deficiencies linked to local authorities, and legal structure (i.e. the absence of a cadastral tax in Poland). They caused indirect transformation of agricultural land into building lots, thus increasing demand for these areas and facilitating urban sprawl. The authorities of the

largest metropolitan areas in the country and in the world may share the blame of not addressing this issue, as they do not always approach problems linked to the functional structure of a city in a systemic way, even though the cities as concentrations of capital and innovation should be models of such an activity. Planning does not seem capable of delivering city structure which provides adequately for the needs of mobility and level of knowledge of their citizens.

- > Reacting to current challenges each era has better, often idealised, naive, or worse solutions, be it 'ideal' baroque cities, utopia cities, 'garden' cities or neighbourhoods, building higher buildings or creating artificial islands in the sea.
- > The end of the 20th and the beginning of the 21st centuries were not able either to bring about timeless concepts despite the level of technological development and higher demand producing new towns and megalopolies. Albeit interesting solutions seem conservative, minimal and fragmented in the context of challenges facing the settlers and the global urbanisation process. It seems timely, therefore, to recall an idea evoked by Zipser some 40 years ago (Zipser, 1965), which attempts to solve structural problems of city settlements in a holistic way, reaching beyond the purely spatial framework of planning.

THE CONCEPT

- > This is an old theoretical concept of general improvements of city structures, developed in Wrocław in the late 1960s and 70s. It may look like an 'utopia', but is still very interesting. The idea considers some spatial postulates, such as avoidance of 'extra-urban transit' and network-conditioned collisions, and facilitating access of inhabitants to activity zones and recreation areas. Urban agglomeration improvement has economic, social and technological aspects. As contact is essential in urban society the main task is to find the best pattern to optimise contact efficiency. This concept is based on a specific definition of urbanisation as a spatial effect of:

- achieving a sufficiently high level of likelihood of contacts which are necessary to satisfy the leading need pattern of a given society,
- gaining an equilibrium between optimal (or possible) and realised numbers of contacts for a given urban element,
- elements of origins or destinations of contacts being endowed with that amount of freedom regarding their spatial location to make their position dependent on the two above conditions.

From this definition a genealogy of the formation of concentration can be construed as a result of following three types of processes based on the equilibrium of the set of contacts:

- coincidence type – when only a territorial coexistence occurs caused by the attractiveness of an area through possible competition of clustered elements,
- consequence type – when the existence of some elements provokes better allocation conditions for other elements without direct links among them,
- cooperation type – when direct active interactions are the most important factors.

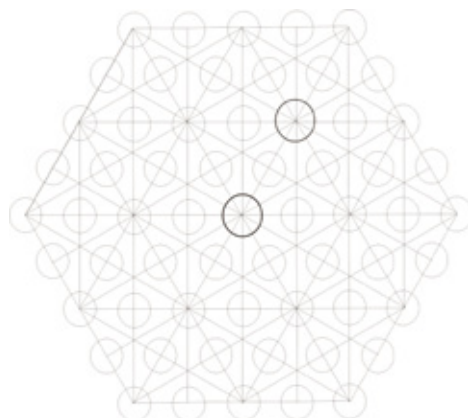
THE MAIN REQUIREMENTS OF THE STRUCTURAL PATTERN

The spatial effect of urbanisation must be placed within the framework of such a network, the best way to get regular systems which will satisfy the following assumptions. The pattern must be:

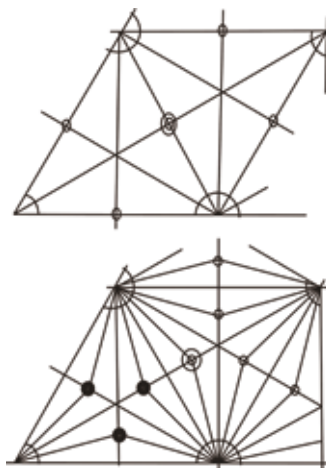
- **adequate** to the definition of the actual urban system to enable the structuralised subject to perform its functions as well as possible,
- **flexible** because of diversity of concrete conditions of topography, social and economic structure, historic heritage, technology, climate etc.
- **realistic** in the sense that it may be introduced in reality without extraordinary means and in a stepwise process of structure rebuilding,
- **diagnostically clear** – it has to be quickly examined and evaluated.

- > The search for a regular pattern has several advantages: the system makes it possible to divide the area in a relatively similar and usually economic way, supporting social behaviour important for human integration. The pattern is dividing the area into settlement units but it also represents communication arteries which support the traditional city expansion along the main roads. Such a system would provide the localisation of settlement elements in advance, e.g. residential areas, community facilities and services areas, protecting the city structure against the chaotic development. Evidence that contacts between citizens and other city activities and functions are most significantly linked to city structure demonstrates the decisive role of communication systems in creating new structures and improving existing ones. The necessity of contact between urban elements provides the possibility to differentiate between their good or bad positioning.
- > In his research Zipser (1965) examined the number of regular shapes of roads which could constitute the basis of a regular urban structure (e.g. checkerwise-diagonal, hexagonal-triangular, triangular-bisectrix and radial circumferential).
- > After experimenting with many sets of possible solutions (different selectivity parameter, different origins and destination distribution) all networks whose shapes imposed various space distributions of origins and destinations of contacts were investigated. It was deduced that the best, most polycentric patterns of concentration (Fig. 1), the patterns which avoid a very big and rigid monocentric agglomeration (in its 'radiality'), are networks built on triangle-diagonal connections called 'F network'. All experiments confirmed also a very high adaptability, resistance and stability of the chosen network.
- > A triangular-bisectrix network makes a communications warp for a regular urban system called the triangular-catenary structure (Fig. 2).

Acting as theoretical schedule, it was modified to eliminate external transit from residential districts and to link the districts between them to link them with many service centres. Splitting those sections of the triangular-bisectrix network which link 'twelve-armed' interchanges into a tree-route-beam, fulfils both requirements. One route, the central one, is situated along the old one and becomes a direct link between the centres of the first range of the urban structure, while side-routes which create a spindle-shape or a narrow deltoid, serve as communication systems for residential belts. A further step was to divide the side-routes into highways (two in each belt) and serving arteries. The 'four-armed' interchanges hitherto existing within the triangular-bisectrix system, were thus replaced by three points. Two of them shifted to the inside of triangles. They may be called the 'residential points', according to their localisation within the settlement belts. Now a 'residential point' finds itself at the same distance of three other 'residential points', off two centres of the 1st range, and not much further from the third one (Fig. 2). Thus each centre has 12 or even 18 'residential points' within its nearest range, which results in similar consequences as those already described.



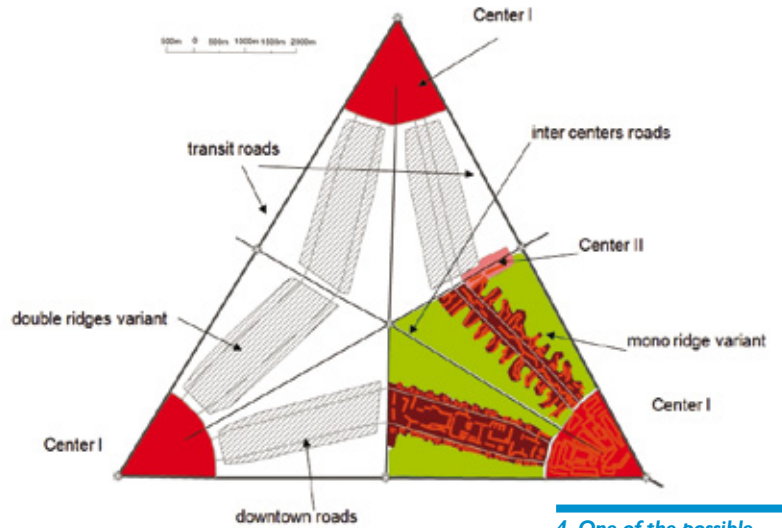
1. F network – the most flexible and polycentric pattern



2. Transformation of a triangular-bisectrix network into a triangular-catenary structure

- > The pattern of the triangular-catenary structure implies about a 10 km distance between the central points of the 1st range centres. This corresponds to a 10 km long side of the principal triangle of the structure. Although value is fixed and rather large dimensions of elements are involved, this makes it easier to realise the principle of strongest clustering of areas performing homogenous functions. From there rather dense residential strip districts arise with 'catenary' building systems, large communication 'traffic channels' about 150 ha in size, and green areas of 600 to 800 which constitute a linked system inside the town.
- > Such an integration of homogenous districts allows to apply a controlled and constant protection of three principal man-made sub-environments in town: residential districts, social and manufacturing activities, and recreation and relaxing. The clustering makes not only air pollution protection easier (ventilation, influence of vast green areas), but also protection against noise (elimination of transit, removing arterials further from the settlement), and protection against under-exposure. These effects do not only result from functional integration but also from system regularity.
- > As this structure based on the clustering principle is resulting in economies of serviced areas, as well as transmission and communication networks, it may arise some fear that its price will be enormous density of residential districts. This is not the case (see Table 3).
- > When the network preserves its communication function the configuration becomes an area predestined to include various alternatively designed belts containing housing, services and productive activities. In this polycentric structure the main city centres are located at the vertices of a triangle where the biggest number of city roads converge, while local service centres are positioned in the remaining most accessible places.
- > Reaching such a pattern depends on the density of the existing settlement, the road network and the shape and location of the ridges. The

length of the triangular arms is expected to be between 5 and 20 kilometres and the population encompassed by the belt some 20.000 to 100.000. The biggest achievement of such a structure is a very flexible way of developing the ridges with different functions and different types of built up structure (Fig. 4).



4. One of the possible solutions which satisfies some additional demands concerning housing conditions, as well as some social, psychological and aesthetic assumptions.

The possibility of adjusting such a structural pattern to real geographic and topographic conditions, was explored in many places in Poland (Fig. 5/p. 63), the Tunis agglomeration and the Trent Valley area in England (Nottingham, Derby, Leicester, Burton). If the length of triangular arms is 10 kilometres, the length of each settlement ridge is about 3 kilometres long, which corresponds to the length of the Avenue des Champs-Élysées from the Arc de Triomphe to the Louvre. From an aesthetic point of view it seems to be an adequate length. Large recreational spaces (even 130 ha) are located between the settlement areas. The local centre it is a place containing services, offices, administration, parking lots and some public spaces, such as squares, shopping streets etc. Parks are connected with the local centres and create big complex of recreational areas and an alternative system of pedestrian communication. Such a structure

	Wrocław (640.000 inhabitants in 2008)	1.000.000 inhabitants triangular-catenary city
water distribution network	1236,4 km	372 km (4 networks for each ridge) 504 km (6 networks)
public transportation network	almost 770 km	181,5 km

3. Comparison of the length of the water supply distribution network and the common transportation network (the total of street segments along which one or more lines are running)

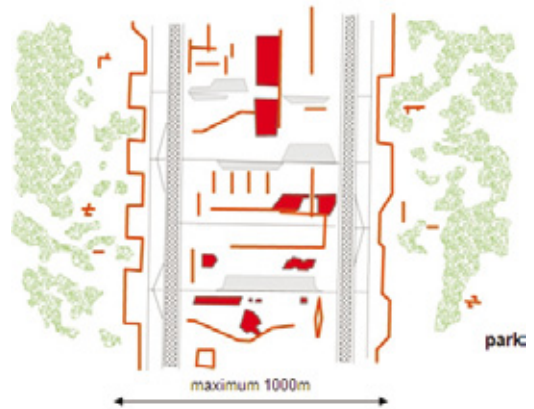
permits to create housing areas as completely private spaces, depending on the needs of the inhabitants or cultural conditions.

CONCLUSIONS

- > The paper is looking for the best spatial design solution which could be applied to future city structures and does not aim to defend an idea *per se*. The author realises that such an extensive transportation system may raise some difficulties and aesthetic problems, especially in the vertices of the triangles, where the traffic flow of transitional movements is intertwined with local ones. The main problem of this approach is that such a structure does not solve the problems of depopulation of the cities due to decreasing birth rates. Yet, it may help to create developments which are an intermediate solution between suburbia and ‘satellite towns’.
- > It is undeniable though that the triangular-catenary structure provides a functionally justified frame for an enormous number of thorough solutions. Due to the high elasticity of this settlement system, the shape of the areas within the linear ‘forum’, and the spatial disposition of the areas included within the 1st grade centres, it is possible to avoid monotony, despite the regularity of the frame.
- > The advantages of the triangular-catenary structure may be stated as follows:
 - ‘diagnostic clarity’ of a system, which provides a fast and accurate diagnosis of urban processes and controls, an essential condition of a genuine ‘organic’ system;
 - simplicity of a controlled ‘modular’ development of settlement areas, which eliminates the danger of serious functional interferences from the town development (a wide variety of options to shape housing areas, industrial zones and to allocate service centres may soften the rigidity of the pattern);
 - economy in the overall settlement region;
 - possibility of applying the structure in practice, in structural accordance with the ‘primary communication system’, as well as ‘relative’

- simplicity of connecting the structure with existing elements;
- guarantee of direct contact between essential human activities: housing, social and professional activities and recreation;
- intensification and uniformity of the climatic influence of green belts;
- high and uniform saturation of designated areas for inhabitants and offices;
- avoidance of ‘unnecessary’ collisions;
- economy of network systems;
- creation of favourable conditions for effective common transportation means;
- elimination of traffic transit between city centres and of movements into the centre from the outside from the surrounding settlements areas.

The existence of a large-scale regular coordinating network seems to be justified, in accordance not only with ancient and medieval urbanisation doctrines but also with every system building policy in nature and human civilisation. The proposed pattern is of course only one possibility of facing the aforementioned urban development problems.



6. Possible development of the ridge structure



5. Two different proposals of extending Wrocław city structure from 1980s by a triangular pattern



PART I

GROUP

4

URBAN REGENERATION: SAINT MATTHEW'S SQUARE



ADRIANNA SILVA BARBOSA, KONRAD JANOWSKI, AGNIESZKA JURECKA
AARON MO, GIORDANO MUCCIO, SAMI STAGOVA

pattern embedded in Polish ownership law during the transition period, buildings normally owned by the municipality house people with a lifetime lease while municipal programmes aim to make them real owners of their dwellings. Conversely, the big courtyards inside the blocks remain publicly owned and do not serve their original purpose of semi-private recreational areas. Some buildings have been privatised, others remain social housing and new private developments are being introduced in the area.

ANALYSIS

A SWOT analysis was used to identify the key points of interest in a very complex and multidimensional situation. It highlights social, economic and physical strengths to enhance as well as weaknesses to overcome. The main problem, apart from bad housing conditions, is the attitude of the population towards their neighbourhood. Lack of feeling of responsibility by the citizens and years of municipal neglect led

CONTEXT

- > The 54 ha *Nadodrze* neighbourhood located in the central part of the city of Wrocław near the Old Town is one of the few districts that was not destroyed during the Second World War. Close to the only train station operating after the war it was populated since then by immigrants of many nationalities and social backgrounds. Its layout and architecture are great examples of pre war German planning¹ with a regular grid consisting of dense urban 5 storey blocks, wide roads and a central public area (Saint Matthew's Square). The current conditions of the buildings no longer reflect the high quality of the original design and gradually neglected, the area lost its meaning within the urban structure of the city.
- > This densely populated area suffers from precarious social conditions, such as low income, unemployment, lack of education, addiction, together with an aging population. There is poor interaction between the multicultural communities (mainly Polish, Ukrainian, Roma gypsies etc). Due to the very complex ownership

¹ As a result of Yalta Conference (1945) Polish borders have been shifted. Poland lost its territory on East (now it is part of Ukraine, Bielorussia and Lithuania) and got instead part of Germany, including Wrocław (Breslau).

STRENGTHS

- Quality of architecture
- Urban structure
- Proximity to city centre
- Train station (landmark of the area)
- Multicultural community
- Transportation hub
- Presence of schools (with playgrounds)
- Young population
- Courtyards
- Bunker
- Parks
- Proximity to the river

WEAKNESSES

- Multicultural community not mixing
- Lack of awareness and sense of responsibility for the area
- Safety issues
- Lack of identity
- Bad reputation
- Degradation
- Low income/problematic inhabitants
- Ownership issues
- No urban furniture
- No integration with the rest of the city
- Physical barriers (Drobnera Street)

OPPORTUNITIES

- Alternative/Multicultural atmosphere
- Local economy development
- Growing mixture of different population (students, young couples, creative class, affluent people, business etc)
- Good quality artisan services

THREATS

- Gentrification
- Growing number of cars and parking needed
- Growing prejudice
- Apathy of local residents
- No clear, cohesive idea about the future of the area by the municipality

Proposed space types
based on Google Maps



to current degradation. Poverty, social problems, cultural habits and the ownership situation make the inhabitants indifferent to the maintenance of public and private spaces. In addition, the municipality programmes for improving the local economic and social conditions are insufficient. Beautification of the main square and other parts of the area, together with social initiatives are not able to build a sustainable community able to enhance its peculiar identity and multiculturalism.

VISION AND ACTIONS

- > The aim is to turn Nadodrze into a unique and safe neighbourhood, while sustaining the social diversity which brings a special alternative atmosphere to the area. A programme of revitalisation encompassing physical, economic, social and political actions should achieve this.
- > Guiding principles of this activity are: empowering the existing community, improving the quality of life, strengthening the local economy, counteracting gentrification, preserving the social and ethnic mix, enhancing the participatory process, integrating the area into the city.
- > Three kinds of intertwined change need to happen: **social, economic** and **physical**. The main economic problems are the general poor economic development of the neighbourhood and housing exacerbated by the buildings ownership structure.
- > The main social problems are the lack of social networks and their inability to fulfil a forceful supporting role.

From a physical point of view the main required interventions are: making the living conditions safe and healthy, networking public spaces and improving the quality of the public realm, identifying and enhancing public spaces at the level of the city, the neighbourhood and small local communities, acknowledging the district within the city network of places, preserving remarkable landmarks, such as the Wrocław Nadodrze train station and the air raid shaft as important memories of the pre-war period.

Overall, it is important to improve locally first, and then to connect globally.

COMMUNITY

OBJECTIVES

- Empower the existing community
- Improve the quality of life
- Counteract gentrification processes
- Preserve the social/ethnic mix
- Enhance the participatory process
- Integrate the area into the city

IDEAS FOR SOLUTIONS

- Creating a neighbourhood support centre
- Creating an Information centre
- Platform for news about opportunities
- Cultural events
- Tackling the language issues
- Legal aid
- Providing leisure opportunities

KNOWLEDGE DEVELOPMENT

OBJECTIVES

- Empower the existing community
- Preserve the social/ethnic mixing
- Enhance the participatory process

IDEAS FOR SOLUTIONS

- Tackling the language issues
- Workshops
- Legal aid
- Classes for adults

HOUSING

OBJECTIVES

- Empower the existing community
- Address ownership problems
- Counteract gentrification processes

IDEAS FOR SOLUTIONS

- Housing Cooperatives
- Creating subsidies schemes
- Possibility of buying flats
- Differentiating rents for flats for different people

LOCAL ECONOMY

OBJECTIVES

- Empower the existing community
- Strengthen the local economy
- Integrate the area in the city

IDEAS FOR SOLUTIONS

- Creating opportunities for income
- Investment in public infrastructure
- Creating local business opportunities small shops/ services/ galleries



PROFESSIONAL EDUCATION

OBJECTIVES

- Empower the existing community
- Preserve the social/ethnic mixing
- Enhance the participatory process

IDEAS FOR SOLUTIONS

- Fostering professional education and creating opportunities
- Workshops

URBAN EXPLORATIONS: METHODS AND TOOLS

● **DELJANA IOSSIFOVA** BULGARIA / GERMANY / CHINA / UK

During the years that I spent working as an architect, I often found myself struggling to maintain a last shred of professional integrity; the realisation that I was making a living from the continuous invention of potential future scenarios in the form of speedily produced designs of all varieties and scales – solely based on information conveyed to me in semi-professional briefs produced by up-and-coming developers or recent government officials with very particular interests – left me perplexed and devoid of answers to plaguing questions. Did being an architect, I was wondering, make me complicit in the methodical production and reproduction of the kind of socioeconomic processes that, under different circumstances, I would be committed to actively combat? Was I prepared to bear the responsibility for the possible social, economic, and environmental repercussions of my seemingly innocent practice as an architect? In view of questions like these, I chose to stop being a full-time architect for a while and shift the focus of my activities from the incessant production of random designs to the slightly slower pace and remoteness of ‘non-action’. I treated myself to the freedom of being a full-time researcher, instead (or rather, it was the Japanese Ministry of Education that treated me with that option by awarding me a Monbukagakusho Scholarship). Shanghai – where I had lived and worked over the last few years, and the city that I had learned to love – would serve as the setting for my research, its extremes so blatantly apparent.

- > Coming from a background in architecture, I was in the advantageous position to approach the transient subject of my research – the experience of ‘urban development’ in its various forms and manifestations – unprepared, unbiased, and, admittedly, uneducated. I entered ‘the field’ blissfully ignorant of basic theoretical approaches in the social sciences, a state that allowed me to be curious, perceptive, and aware of a number

of processes and their manifestations that, to the trained and experienced social scientist, would probably have appeared obvious or not worth noting. I was free to experiment with methods and techniques (inspired, for instance, by works like Bunschoten *et al.* 2001) and to develop own ideas about the observations I made before engaging with the existing literature in related areas.

The long-term character of my research allowed me to follow-up on emerging phenomena of interest over time, but I believe that some of the techniques I used would be valuable even for the brief, week-long study of any given urban context. The emerging work process hints at the potential of inter- and trans-disciplinary approaches to the study of an innately complex urban condition, the exploration of space, societal relations, and larger politico-economical forces. Some of the techniques outlined below may be useful in the process of developing ecological literacy (for more on ecological literacy and a quiz to determine your own, see Charles *et al.* 1981; Orr, 1992) in regards to any given site, in helping to find the answers to the **FOLLOWING TYPICAL QUESTIONS**.

HOW DID THE SITE COME INTO BEING?

WHAT FLOWS SURROUND THE SITE – IN TERMS OF MATERIAL, ENERGY, BIOSPHERE, SOCIETY, FINANCE, POLICY/POLITICS, INFORMATION?

WHAT ARE THE INPUTS, AND WHAT THE OUTPUTS? DOES THE SITE EXIST WITHIN A STABLE ENVIRONMENT (ECOLOGY)?

WHICH ELEMENTS ARE STABLE, AND WHICH ARE CHANGING?

WHAT GLOBAL FLOWS DOES THE SITE DEPEND ON?

The paper at hand offers a review of the methodologies that I found particularly useful for the architect, planner, or researcher looking to develop a better understanding of the context-specific socio-spatial particularities of any given site.

PREPARATION

- > Every study needs a minimum degree of preparation to frame the larger context of the research. Entering the field lacking profound previous knowledge of social structures, cultural predispositions, or particular issues on site, however, can be of advantage, because it is an opportunity to be free of preconceptions. I started my research because I was interested in finding out how the massive urban redevelopment of Shanghai was experienced by the city's residents, especially as it happened on such a huge scale. I had no clear ideas or intentions in terms of the methodological approach to my study, and was not aware of the existing literature in urban studies, human geography, or other related fields. I was looking for a particular site for my case study, a place in the city where I would be able to observe the process of renewal and speak to a significant number of residents that would be affected.

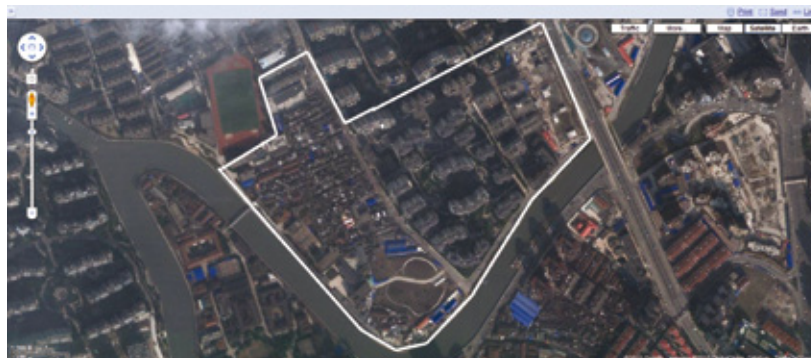
AERIALS AND MAPS

- > Large parts of Shanghai, at this time, still consisted of quickly disappearing old neighbourhoods, but one could never be sure when a neighbourhood would have to make place for redevelopment. I felt that my best guess would be an area where recently built compounds for the new middle and upper classes were located in very close proximity to old neighbourhoods, so that, rather sooner than later, gentrification would kick in, bringing about the demolition and redevelopment of the old neighbourhoods and displacement of their residents. Hence, despite knowing the city so well after having lived and worked there for more than three years, I began with the virtual exploration of Shanghai, using Google Maps to find sites that would contain juxtaposed pieces of old and new urban fabric.
- > Aerial photographs reveal the grain and structure of the city and facilitate the identification of small- and large-scaled structures and the prevailing urban grain (sprawling single family housing vs. high-rise apartment blocks vs. dense slums,

etc.), possible uses and functions (e.g. housing, commercial hubs, industry, recreation), existing infrastructure networks (rivers, highways, streets and roads, railways, public transportation, etc.), the embeddedness (or disconnections) that they bring about, and much more. Most importantly, the study of aerials makes it possible to locate the major breaks and ruptures within the urban fabric, pointing at subjects beyond urban morphology – be it genealogy, the historical context, or current tensions and conflict between different parties over the right to shape, use, and appropriate urban space. Using Google Maps and Google Earth carries great potential, especially since the software now offers the possibility to study historical aerials and to compare the current condition of a location with conditions dating several decades back, which can be exploited to trace back the development of any particular site. Once identified, the particularities of space open up directions for further inquiry. For instance, the coexistence of patches of very diverse urban fabric pose questions regarding development, displacement, and socio-spatial justice that can then be studied in detail through investigation on the ground.

EXPLORATION

In my case study, I initially used Google Maps to find the in-between spaces, the edges between what appeared old, mature, and genuine – and new, designed, and imposed (Fig. 1), and hence to locate the places (and, naturally, people) most likely to be affected by urban redevelopment in Shanghai. I drew a preliminary boundary around what I identified as a particularly interesting area – featuring obvious spatial difference, manifest in the juxtaposition of recently built high-rise residential compounds and the remainder of what could be easily identified as what once must have been an immigrant slum – to guide me in my exploration, and looked at blogs created by residents to discuss property prices, the 'situation' of the area, and other issues of general interest; government documents accessible on the Internet; the developer's plans



1. Identification and delimitation of potential study area based on Google Maps

screenshot

for the area; as well as historical maps and photographs in archives. Then, however, I set off to explore 'reality', spending between five and twelve hours every day on site.

PARAMETER

- > The first step to becoming familiar with the site was to attempt a walk along my pre-defined boundary, and to record this walk based on a set of pre-defined rules. I made up these rules by myself for no other reason than to introduce a degree of randomness, so that I would be forced to pay attention to locations that I would otherwise have neglected, and to use my camera to record 'everydayness' at these locations, and hence to build a database for later analysis. I took a photo in the direction of my walk along the predefined perimeter after every twenty steps, and wrote down whatever appeared special and worthwhile. While walking, I had to refine the perimeter in response to the actual conditions on site, taking into account that some parts of my boundary line were barred from access and hence I had to look for alternative routes. The set of photographs documenting this (always artificial) boundary (see Fig. 1) captures the changing conditions on site: from narrow lanes lined by shanty housing, to spacious sidewalks between six-lane motorways and mixed-use high-rises (Fig. 2). Walking and documenting the boundary line (in my case, one that I had predefined which, however, can be thought of as the more familiar 'red line' bounding any urban scale or architectural planning project) helps to identify the characteristics of the larger context within which a site is located, ranging from the architectural scale of the surroundings to questions of access, infrastructure, and atmosphere.

GRID

- > Once I had defined and tested the spatial boundary (always 'soft' and subject to change!) of my research, I took to the next step: documenting the differing characteristics on site. To do so, I used the Google Maps aerial and placed a random-sized

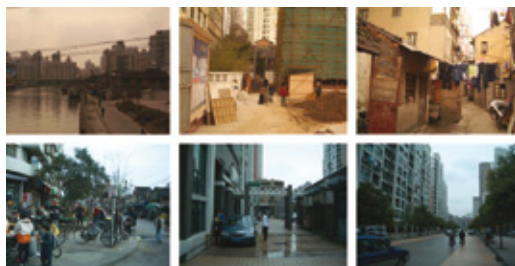
grid upon it, dense enough to let me explore the area thoroughly (Fig. 3), and decided on a direction randomly in which to take photographs at every point of the grid. In general, being in the study area on a daily basis and walking around equipped with a camera and, sometimes, tripod, caused a bit of a stir among residents, who were usually curious to find out who I was and what I was doing. Hence, I was able to easily establish first contacts with residents on site. Trying to gain access to certain locations on my grid that were not readily accessible helped to make further contacts. I labelled all photographs according to their location on the grid (e.g., A10, or J1; Fig. 4), and stored them systematically, creating a digital catalogue of spatial features – building sizes, degrees of informality, infrastructure and organisation, atmosphere, and more – so that they could be compared with each other and with sets of photographs which I would take, in the same manner, in the future.



3. Random grid imposed upon study area facilitates systematic mapping of the site



4. Grid mapping. Taking a photograph facing in the same direction at each point of a pre-defined grid allows for the survey of the qualities of a given site, and also, if done periodically, for the tracking of changes on site over time.



2. Recording the conditions along a predefined parameter (regardless if set for research purposes, or defined by the client for an architectural or urban design/planning project) allows for the analysis of varying conditions regarding access, infrastructure, density, atmosphere, and many other aspects of any given site.

- > The analysis – looking at the photographs over and over again and tagging what appeared significant (for more on the analysis of photographs, see, for instance, Becker, 1974) – of the ‘grid’ set of photographs, revealed, of course, that the study area I had selected could be divided into the two major parts that I was able to easily identify using Google Maps. However, it also revealed a complexity that went far beyond this simple distinction. Countless smaller fragments emerged. For instance, buildings in some parts of the ‘old’ area were very obviously self-built and altered to suit changing requirements over time, while in other parts they appeared to have been planned and purpose-built. In certain parts of the ‘old’ area, buildings had not been significantly improved for at least four or five decades, while in others, most were just recent additions. Also, there were varying degrees of building standards, care in management, and accessibility in the ‘new’ parts of the study site.
- > The photographic archive that I created over time based on the grid proved particularly useful later on, when I began with interviews, and when the people I spoke to could point at the photographs and tell me about events and phenomena that were important to them, and that I would not have noticed otherwise. Hence, it became an instrument for looking at difference and differentiation both in different spatial contexts during a particular fragment of time (i.e. the same temporal moment in different locations on site), and at particular spatial fragments within different temporal contexts (i.e. the same location at different moments in time).

SEQUENCE

- > After gaining some understanding of the larger case study area, I moved on to define my focus more clearly – to select one particular area which I would then examine in more detail and observe with more care. I decided that the best location to serve my purposes would be the street dividing ‘old’ from ‘new’: **the Borderland**, as I later came to call it. I surveyed the street rigorously, starting with

one photograph of both sides of the street taken at every twenty steps. In the process, I came to realise that a continuous, gap-free documentation – a sequence – would be much more useful to keep track of changes over time, and subsequently photographed the street in its entire length, at least once per year. This strategy allowed me to compare the physical qualities of one side of *the Borderland* with those of the other (see Fig. 5 for the conditions on *the Borderland* in 2009). The repetition of the photographic recording made it possible to look in detail at the changes that appeared over time, and to pay attention to details that had appeared insignificant at the time of the recording (see Fig. 6 for an impression of the changes that took place at two selected locations on the ‘old’ side of the street – 84, 55 – in the period between April 2007 and October 2009; for more, see Iossifova, 2009b).

Visual mapping – the parameter, grid, and *Borderland* series – and their repetitive application over the course of three years in the case study proved useful tools to trace change and continuity in space though comparison over time. The large visual database that I collated allowed identifying spatial details to which I had not paid attention when in the field – but which emerged as significant later on: for instance, when they were discovered in photographs or mentioned by research participants in interviews. The rigorous mapping of the study area and the successive analysis of the collated material led me to identify the appropriate instruments to address specific emerging questions in the consequent steps of research. For instance, the presence of fences and guards to protect the ‘new’ compound – and, reciprocally, the presence of ‘informal guards’ (elderly residents) sitting at the entrances to the alleys leading into the ‘old’ neighbourhood – raised questions of permeability and access: did residents and users in the area, indeed, stick to the formal and informal regulations, or were these rules soft and adjustable?



5. Top: locations 33, 45, and 58 on the ‘old’ side of the street; bottom: locations 33, 45, and 58 on the ‘new’ side of the street.



6. Sequence of photographs taken at locations 84 and 55 in the period from April 2007 to October 2009 (from left to right).



7. Exploring and documenting resident and user groups' paths on site.

'STALKING'

> To find out, I set out to 'stalk' people that represented, at least on appearance, different groups present on site: residents of the 'old', and residents of the 'new' (Fig. 7). Exploring and documenting the paths that different people take by following them from a distance, apart from revealing obvious routes, helps to shed light on visible and invisible barriers in the socio-spatial fabric of any site, and to arrive at conclusions and further questions regarding the reasons behind their existence. Stalking, however, should be done with care, as not every socio-cultural and political context would allow for that.

OBSERVING

- > In the study area, as mentioned above, one particular location had surfaced as especially interesting: the entry gate to one of the gated residential compounds, located on the street between 'old' and 'new', and right opposite the local wet market and a narrow alley leading into the 'old' part. I chose to observe the everyday in this location in order to become even more familiar with the different ways in which space was used by locals, passers-by, and visitors over 24 hours, and documented the events on site by taking a picture every ten minutes (see Fig. 8 for an excerpt), recording a video of thirty seconds every thirty minutes, and repeating this exercise every time I returned to the case study site – at least once per year.
- > In addition to the photographic recordings, during the periods of observation I took count of events that appeared to be repetitive or that showed certain dynamics, such as people from the 'new' compound returning from shopping at the wet market in the 'old' part across the street; or the frequency of passing of police cars. When compiled into a diagram, these occurrences showed patterns that revealed a degree of predictability regarding the everyday dynamics of place (Fig. 9).
- > Observing the everyday is useful in situations where, for instance, resources like space are used

differently by different users, where user groups or users change over time. This is an opportunity to discover 'subcultures', existing in parallel to those most dominant or obvious. While 'counting' events and occurrences helps to reveal larger patterns (such as the fact that most people in the focus area do their groceries shopping in the mornings before lunch), writing down the more qualitative aspects of the things one observes can be of help, too. In the case study, I took note of all details, including activities, people, sounds, and smells, as they happened around me, without 'censoring' my notes by restrictions to what I felt was important and what was not (for excellent literary examples of descriptions of the everyday, see, for instance, Percec, 1997). A field note, then, would look something like this:

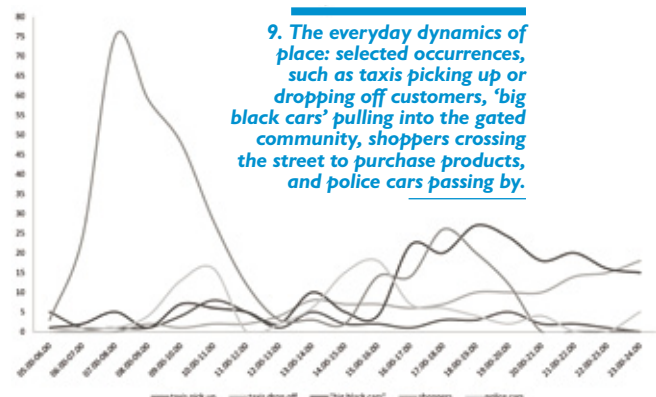
5.30 am. Market is open. All but S6 and S7 closed. 'Migrants' sleeping on sidewalk. Pipe guy on street, with big brown dog. Man on a little cart is picking up garbage. Little dog in MV. Big truck delivering pigs in halves. Two drunken boys at S6 drinking beer. Incredible amounts of flies, biting. Woman with scale and young girl on her way into market. Taxi in front of me, driver gets off to buy breakfast at S6. Then smokes cigarette. Lady in suit out of SAHT and into waiting taxi. Boys finish their beers, one returns the beer bottles, and the other disappears in CJC alley. CW standing next to me, watching me. First user of water suspender for the day. Youtiao finally out at S7. First market shopper of the day. Green stuff delivery at wet market. Kites are already up. Market door is being fully opened. CW carrying big plastic bags with green stuff from truck into market (how come?). SAHT woman buys breakfast at S7. One of the sleeping beauties carries his bed into WM, while I have company from an old lady with walking stick, who picks my bottle from the street. Yellow dress girl is up. Old lady and old man down BYL, apparently searching for plastic bottles? Motivation? WY's husband on moped with plenty of stuff. Woman with pot from SAHT over to S7, buying porridge and youtiao. Then on to S6 for the flat bits. Another woman with porridge pot and breakfast sticks. (Field Note, 18 July 2009).



8. Discovering the dynamics of space over 24 hours.

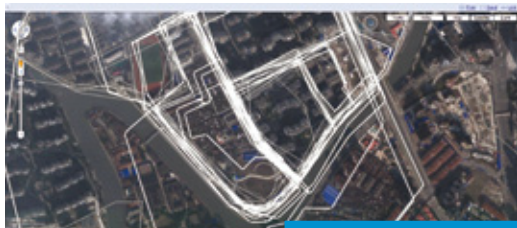


9. The everyday dynamics of place: selected occurrences, such as taxis picking up or dropping off customers, 'big black cars' pulling into the gated community, shoppers crossing the street to purchase products, and police cars passing by.



INTERVIEWING

- > The mapping and observation of an area can be supported by a number of different interviewing techniques that help to discover what might have been overlooked and what is important to residents. Interviews can be conducted in groups or privately; they can be based on pre-defined questionnaires when probing for particular information in response to clearly articulated questions – such interviews will often ask the participant to convey basic information such as age, sex, occupation, etc.; they can be open-ended, narrative interviews, leaving the participant free to talk about subjects of his or her choice, without restrictions set by the interviewer. Interviews can be recorded using a digital voice recorder – subject to the interviewees' consent – and transcribed afterwards; otherwise, the interviewer might want to take notes during the interview, or, if that proves impossible or unwanted, too, write down notes from memory shortly after the interview. In any case, written consent should be requested from every participant (the same, by the way, goes for the use of any photographs featuring a person outside of the public realm, or photographs taken by participants).
- > Given the political context in China, I obtained verbal permission to use the material gathered, be it photographs (my own or those made by participants), interview data, or any other original material. My interviewees included mostly residents of the focus area; their identity remains anonymous and I keep no written account of their real names or contact information in order to avoid any risk of harm for them. In total, I conducted over fifty interviews with residents of the focus area in order to shed light on their socio-economic background, residential history, and purpose to be on site. My questionnaire was designed to determine if the 'objective' spatial boundaries that I had previously identified coincided with the 'subjective' spatial boundaries of participants – that is, the boundaries that different people drew around the places with which they identified (their cognitive maps;



10. Mind maps. The boundary lines drawn by all interview participants in response to the question: Which area do you identify as 'home'?

Fig. 10); and if there was a difference in the degree of identification with place (Place Identity Scale; see Lalli, 1992) between residents with different socio-economic backgrounds in the 'old' and 'new' parts of the focus area (see Iossifova 2010 for more details). In addition to the close-ended interviews described above, I conducted open-ended, in-depth interviews with twenty individuals, and, repeatedly, follow-up interviews with nine of them. Some interviews were based on photographic material (Collier and Collier, 1986; Schwartz, 1989), often photo diaries solicited from participants. Providing selected participants with disposable cameras and asking them to take photographs of the spaces that they think of as important for their everyday lives over a number of days, then developing their films and arranging for an appointment to talk about their photographs, will serve as a solid basis for long and deep interviews, during which participants will be willing and more likely to speak openly about their everyday lives and their relationship to the built environment (Fig. 11). When my own photographs served as a basis for the interviews, they often triggered unexpected reactions and stories, which would otherwise have remained hidden from my understanding. Most interviews, particularly those with people I met repeatedly over the course of the three years of research, evolved into life histories as interviewees were willing to share details that were more private over time.

VISUALISATION

Once recorded, there is the question of what to do with the pages over pages of field notes, how to make sense of all the recorded observations, how to put them together in a way that manages to convey the core information? I found it useful to analyse my field notes and interviews using Excel sheets: going through my data over and over again, I decomposed the text and sorted the elements it contained into categories like 'actors' (who?), 'activities' (what?), 'location' (where?), 'means' (how?), 'time' (when?), 'repetition' (how



11. Photos from solicited photo-diaries help interview participants to speak about subjects that are important to them

photo:
Anonymous Participants

often?). Those, however, are just some very basic categories and their number can be expanded to accommodate additional elements. The Excel tables (Fig. 12), once compiled, can be rearranged, sorted, annotated, or colour-coded according to personal requirements and preferences, and the extracted information can be visualised using different approaches.



no.	element	actors	type	act	medium	settings	actors	type	act	medium	actors	type	act	medium	actors	type	act	medium
1		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
2		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
3		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
4		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
5		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
6		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
7		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
8		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
9		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
10		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
11		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
12		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
13		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
14		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
15		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
16		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
17		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
18		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
19		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
20		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
21		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
22		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
23		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
24		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
25		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
26		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
27		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
28		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
29		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
30		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
31		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
32		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
33		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
34		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
35		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
36		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
37		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
38		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
39		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public
40		residents	old	meeting	public	public	residents	old	meeting	public	residents	old	meeting	public	residents	old	meeting	public

12. Analysing textual field notes and interviews.

One such approach is the creation of maps or diagrams showing the relationship between different actors. The visualisation of relationships is not particularly difficult: actors can be shown as nodes (for example, circles for female actors, and squares for male actors; larger circles containing different actors as signifiers for families, and so on); the different relationships between actors can be expressed through connecting lines,

varying in width according to the strength of the relationship, and in type according to the character of the relationship (e.g., friendship; conflict; economic exchange). If the number of actors and relationships is relatively small, such maps can be developed based on the Excel sheets created earlier (Fig. 13 and Fig. 14). For more complicated social network analysis, freely available software, such as NodeXL, can be of help. In the case of my case study, creating a map of the social networks based on my observations and interviews revealed the close interconnections that existed between residents of 'old' and residents of 'new', ranging from micro-economic activities to established friendships (lossifova, 2009a).

(RE)ACTION

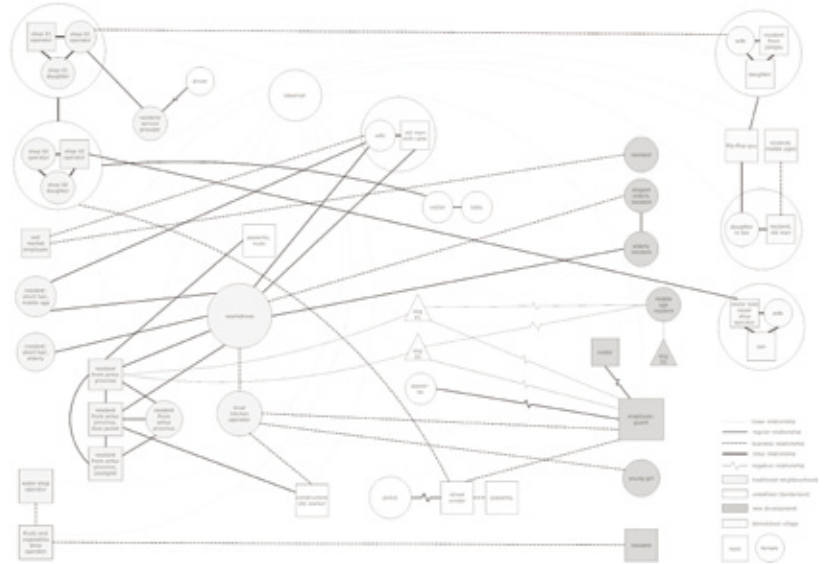
Using the outlined methods and techniques has enabled me to define the different groups on the physical *Borderland* between constructed dichotomies like old and new, rural and urban, poor and rich, resident on the selected case study site in Shanghai. It led me to write a dissertation on the spaces 'in-between'; the simultaneity of gentrification, very real, and ghettoisation, real or perceived; the emerging mode of coexistence, requiring constant negotiation between the individuals involved in and affected by this condition, establishing their positions and identities – who they were seen as and who they aspired to be. I was able to build on the narratives of long-term residents, in addition to the extant literature to locate the ongoing and historical large-scale processes (economic, political, ideological, and otherwise defined) that contributed to the formation and maintenance of individual and group identification, particularly in relation to space and place. Residents' cognitive maps, as representations of fear and desire, helped me to understand how they identified with place, and how they negotiated the processes of continuity and discontinuity in their socio-spatial identities. From my inquiry, I could further conclude that major insecurities among residents emerged largely from



the lack of information regarding the authorities' plans for the area. Such insecurities could easily be addressed by increasing transparency in the planning process.

- > Releasing clear information about the timing of scheduled redevelopment, for example, would contribute to an overall feeling of long-term commitment and stability. Most interestingly, however, the mapping and observation of the processes on **the Borderland** between 'old' and 'new' led me to understand its importance as the social interface and shared space enabling everyday encounter between the 'different' and contributing to the weakening of acquired (learned) categories, or preconceptions.
- > It is old news that diversity – be it biological, spatial, cultural, or of any other kind – is integral to the possibility of resilience: the quality that cities of the future will need most. However, current planning practice is deficient in its ability to manage the coexistence of different social groups in shared urban space. The changes affected on people's lives by the transformation of space often have largely negative consequences in terms of social cohesion, continuity, and the right and ability to negotiate livelihoods. Especially in view of the challenges that cities are beginning to face increasingly, urban designers, planners, and policymakers cannot but acknowledge the value of **the Borderland** as central to processes of negotiation, reconciliation, and mutual recognition.
- > Furthermore, currently, the process of creating urban space – not only within the context of urbanising China – is characterised by the very obvious lack of interaction and communication between actors and agencies in research, planning, design, development, and implementation, and the close-to-complete neglect of the needs and wants of those supposed to use it. Meaningful action toward (more) sustainable urban futures is only possible if we manage to combine the knowledge and skills of those involved in the understanding, production, and appropriation of the built environment. We need more inclusive

tools for urban planning and design, and we need to develop the skills that let us understand the major drivers that contribute to the emergence of liveable urban space.



13. Eco-map of actors and their network as observed in the focus area over one week's time.



14. Making information more accessible – combining the relevant part of the eco-map with a photograph of the respective actor.

PART I

GROUP

2

INDUSTRIAL
HERITAGE:
HUTMEN

RUI DURATE, ILIJA GUBIC, NATASHA JANKOVIC
SUZANNE MORITZ, OLIVIA TUSINSKI, MANUEL WOLFF

CONTEXT

- > *Hutmen* is a large industrial site of 39,2 hectares located 1,5 km south-west of Wrocław city centre. Established in the early 20th century, the site has been constructed to create better working conditions, health care and amenities for workers. The steel foundry forms the traditional core of industrial activity, accompanied by additional small businesses (manufacturers, radio stations, car services and light industrial). *Hutmen's* distinctive industrialism with its central location, distinctive architecture, excellent transport connections to the city centre, city bypass, and airport, public transport infrastructure has become a heritage interest. Preserving industrial and light industrial functions, the relocation of the steel foundry has become a priority for both the company and the city ranging from high rise to detached housing and services of Wrocław. The site is surrounded by vast garden landscapes (allotments) and Grabiszyn neighbourhood with 14.000 residents.



Existing urban fabric

ANALYSIS

Multiple, varied boundaries are distinctive characteristics of the site, together with its morphological structure of large building footprints, concrete walls and barbed wire fences. Two railway lines restrict the site on its northern and eastern boundaries. There are few opportunities for internal circulation within the site. The eastern part of the industrial site, owned and operated by Hutmen, is bound by fencing, concrete and barbed wire walls. The hotchpots of buildings are of diverse heights and styles long-lasting as well as cheap 'quick fix solutions' and visual barriers are making this townscape disorienting and difficult to use.

WHO USES THE SITE?

Based on our site visit, it is clear that the Hutmen is not a 'pure' brown field site. It displays a surprising variety of social demographics and uses: older persons travelling to and from allotments, young families cycling on the path in front of the iconic foundry building or sitting on park benches, shoppers visiting the local supermarket, and teenagers waiting for the tram, thus the site accommodates a number of diverse users, existing assets and hubs of activity.

VISION

Our vision is to strengthen the site from within, enabling people of the city to take 'ownership' of an under-utilised industrial structure with potential for innovative new uses. Without competing with the historic city centre, the site will emphasise Wrocław's industrial past while providing a sub-centre which enriches the local community. New uses may include workshops for arts and crafts, spaces for young start-ups and other diverse businesses and outdoor events.

URBAN DESIGN TASKS

Reduce fragmentation: facilitate new networks across existing boundaries, create greater legibility between large building footprints by reducing the number fences and physical barriers between buildings and eliminating fine-grained structures of lower quality.

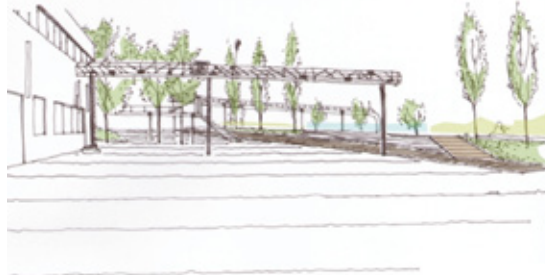
Improve urban quality: provide conditions to create new public spaces and new patterns to engage people with this industrial structure in new ways.

Make industrial space 'liveable': create lively niches and initiate hotspots that attract activity, i.e. specific sites developed incrementally to stimulate ideas, further interest in the area and generate diverse uses; foster legible spaces which retain a sense of intimacy.

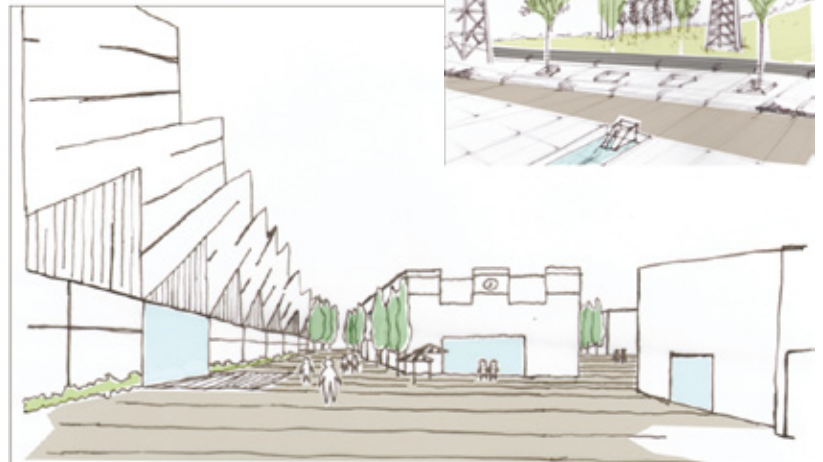
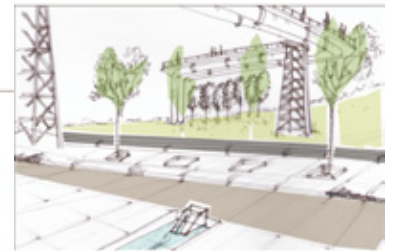
- > **Utilise industrial character:** retain larger buildings as enabling structures, using their block structure for co-habiting businesses, diverse start-ups, etc.; invite new users to take advantage of exciting industrial heritage structures while retaining some light industry uses; and keeping the gas piping structure in place.
- > Given the current morphology and barrier conditions, local engagement with the site is limited. Yet there are existing nodes that can help facilitate access to the site. They include a hotel, fitness centre and supermarket on the western fringe of our industrial area, a café servicing workers on the site, bike routes along the main road, as well as the road leading to allotments. This collection of spaces has a variety of different qualities and scales made up of 'generic' single box store typologies (e.g. Lidl), untidy yet intimate spaces (e.g. on-site café for workers) and gritty and overgrown peripheral places (e.g. access path to the allotments).

HOTSPOTS

- > Our vision rests on existing patterns of movement, interest, and unique qualities. Hotspots are a key tools for delivering our vision. Buildings, distinctive industrial infrastructure features and vacant spaces within the industrial site serve as roots from where to branch out further developments in adjoining areas. These hives of activity will be developed incrementally, over time, in key locations or pockets on the site and serve as incubators for new investment or innovative use of space. They will consist of both outdoor spaces and functions within buildings generating new activities and a dynamic with their surroundings. A variety of urban squares and corridors will provide stopping and starting points to rest in, move through, hide away or socialise.
- > The creation of a boulevard running parallel to the railway on the north of the site will serve a greater function by softening the hard border of the railway which separates allotments from Hutmen and providing visual and physical access to this enormous space. This new interface will help re-conceptualise the 'front' and 'back' of the site. The distinctive gas pipes will act as a playful reminder of the industrial infrastructure and visual marker to lead users through the network of hotspots. A fine grained pavilion structures and strategic landscaping links the existing main entrance with side entrances providing visual guidance. Small scale activities or services in the pavilions and newly defined routes will encourage users to explore the site further.



Design proposals



POCKET PLACEMENT LINE¹

● **DAGMAR JÄGER** GERMANY

In Europe, the 20th Century is characterised by a dialectic movement for the conquest of participation. The dissolution of ‘non-democratic authorities’ shows up in political, artistic and scientific processes equally. A wrestle for de-hierarchisation, equal treatment and participation, for transparency and democratically legitimised sets of rules takes place in order to open the free access to sources of knowledge and for its production to be mediated on all social levels. The foundations of a democratic understanding must be sensitised continuously, to be actualised in vivid and contemporary structures. Transparent, open, artistic and design processes might serve as strategy to balance particular and collective interests, subject to a concern for individuality and freedom. Self-will and individual freedom are the causal engine of social renewal. This is particularly valid for aesthetic and collective oriented processes in creative disciplines like design, architecture, urban planning and art.

METHODICALLY TIGHTENING THE RULES IN COLLECTIVE PROCESSES

- Before you can tighten a rule, you must first have a rule. Usually rejected in the visual arts as unseemly restrictive, rules are in fact accepted in architecture or music, nestled amongst standards, laws, notations, and systems of order. Every artistic activity is accompanied by necessary limitations. Tools like a pencil, brush, camera or computer programs are characterised by specific characteristics that impose rules on their use. Every artistic strategy, such as a sketch, collage or assembly, is subject to empirically influenced procedures that subsequently lead to conventions of use and decipherment to be read and understood. Drawings, plans, sheet music or dance choreographies are instructions, whose legibility require a regulated syntax to be translatable for the interpreter. Tightening of the rules is used by artist collectives or individuals to get the creative juices flowing and to encourage contact with the unconscious, to overcome habits and promote discovery, surprise, or participation².

¹ A shorter version of the article was first published in 1/2009 ‘Generalist’, Technical University of Darmstadt, Germany.

RED BAG, NO. 94

In the so called Viales Archiv, a Berlin based artistic group project initiated by the artist Sandra Kuhne, remainders from the industrial production of the GDR have been collected, archived, and classified since the beginning of the 1990s³. In the digital archive, the material is scientifically categorised by appearance into glass, plastic, textile, paper, writing, and imagery. It is made available to those who want to work with it and who, through their engagement, want to convey a bit of the past to the present by transforming something that has been discarded. The objects can be borrowed for a period of one year. The only condition is that the work must be documented for the Viales Archiv. In PLAN, the artist and curator Sandra Kuhne described her programme: *‘safekeeping, documentation, loan, ongoing process, cooperation, exchange, networking, ideal added value, and the transformation of memories’* are the catchwords of her careful and succinct rules.

‘100 Taschen’ (100 Bags) is an action started by the archive some years ago. The hundred bags have been in circulation for over two years. Unlike test tubes, carbon paper or a lime green textile ribbon, the red Smalcalda (tool)bag is an everyday object for artistic transformation that has a prescribed use. In the borrower’s possession, the red bag mutates into an integrated object. In dance performances and readings, it is transformed, destroyed, packed, and taken apart (gladly by men). It finds its way back to the archive in photomontages, as text or sometimes not at all. By submitting ‘documentation,’ the borrower becomes a participant. The operator S. Kuhne stays in contact with her collaborators, who meanwhile number more than four hundred. Through yearly inquiries; she is the cause of a ‘bad conscience’ (in the case of inaction) and requests the return of the bag, encourages its continued use or asks for it to be passed along. Whatever each participant has sent back is stored and exhibited in an archive folder⁴. The curator’s simple rules are accepted and interpreted, misunderstood and broken.

² In the TV show ‘Verstehen Sie Spaß?’ from March 27, 1980, a passer-by in Stuttgart is asked for directions. Disguised as a tourist, the host Kurt Felix shows the passer-by his ‘map,’ which is really a sewing pattern. The abstract plan is used as an aid for explaining the way. The sewing pattern’s features, such as ‘pocket placement line’ or the corner of ‘119, fabric fold, thread path’ hardly disrupt the conversation. Cf. the author’s design doctrine: ‘Schnittmuster-Strategie: Eine dialogische Entwurfslehre’ (Sewing Pattern Strategy: Teaching Design in Dialogue), Reimer Verlag 2008.

> In 2007, the action '100 Taschen' was an opportunity for an encounter with the author, who is co-founder of the group *StillePost!*⁵. She was initiating a collective, aesthetic dialogue and invited the visual artists and pianists in the group to a game within the game (Fig. 1). Under the title $3 \times 3 = 9$, nine rules become the starting point for the planned, yearlong action. The Smalcalda bag's rotation among Berlin, Düsseldorf, and London is meant to take place under the theme **'SPACES OF THE CITY, THINGS OF THE CITY'**. Stipulations regarding time and transfer regulate the artistic course of the game in a collective process. The bag wanders first to London.

DADA OR DOGMA

> In-between spontaneous improvisation and rigorous standard limitation, collective artistic work is dependent on key points in the creative process of discovery. Stipulations and decisions establish the starting point of a heuristic design path, which is realised step by step through concretisation, containment, and consolidation. The work's genesis or its representation is accompanied by a transformation process. The gradual definition of design, tone, text, form or configuration of those involved through analysis, interpretation, and metamorphosis is given impetus in the process. Experimental exaggeration of the working conditions with the aid of programmes, manifestos, and rules is a springboard for fantasy, a basis for radicalising positions, or serves the renewal of thinking and feeling. The restriction of freedom liberates: it enables stereotypes to be overcome and allows happenings, improvisation, and discovery to have their effect. For the group, it makes it possible to act without any hierarchy and it is a focal point for the aesthetic, collective work. Programmatic group processes reflect artistic practice and its tools in order to pry open the genre or to undercut individual habits. Once the rules are first defined or negotiated within a group process, the design can then take its course.

In the twentieth century, collectivised, participatory design processes in the visual arts, music, architecture, and literature suggest the historic paradigm shift from genius to open artwork (Eco, 1989). The designs are based on an understanding of process that originates in experimentation, such that – as the philosopher Theodor Adorno pointed out in his theory - *'a work should have contents that are not foreseeable in the process of production, that subjectively, the artist should be surprised by the work that results'* (Adorno, 2004). A rash focus on results or a collection of ideas that channels the process of discovery is replaced, in favour of an automatic or semi-automatic process of attentive, playful or unconscious exploration of self-imposed rules. One can often refer to these strategies as 'semi-automatic' because they deal with stimulating an action that, at the beginning of a formative process of intuition and surprise, generates curiosity and gives the attentive act of perception space to unfold.

After avant-gardists of the 19th like Stéphane Mallarmé stimulated artwork and its recipients with associative openings in literature, numerous individual and collective methods developed in the first half 20th century to breath new life into stagnant conditions. Experiments like Marcel Duchamp's *Trois Stoppages*, Hans Arp's poetic techniques in *Papiers déchirés* and Max Ernst's techniques of dripping and frottage – see Pollock's dripping later on – represent a process configuration based on de-automatisation. As do the dialectic approaches of Alvar Aalto and Johannes Itten, existing between scientific, empirical search and abstract, childlike or emotive sketches, or Le Corbusier's early-morning 'warm-up' paintings⁶.

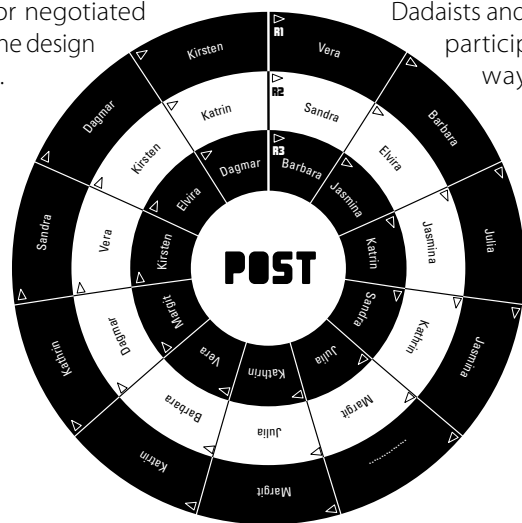
Collective games like the *Cadavres Exquis*, Duchamp's bond *Monte Carlo Obligation*, the extreme digressions of André Breton with Aragon, Morise, and Vitrac, or the group activities of the Dadaists and Surrealists, which include participative actions, point the way toward process and

³ www.vitalesarchiv.de. The text statements about the Vitales Archiv were formulated in conversation with Sandra Kuhne.

⁴ ZKM Karlsruhe, Kunstverein Hannover, 4th Berliner Kunstsalon and others. Last: Bremen group exhibition SPRING, from May 7 to 17, 2009.

⁵ *StillePost!* An artistic trans-disciplinary group project on aesthetic communication. Since 2007, team guest professorship with the group for artistic transformation processes, an interdisciplinary design programme at the Berlin University of the Arts.

⁶ Cf. Rainer Wick, who attests to Johannes Itten's *AUTO-MATIC practice* of personality profiles, of spontaneous memorandums on perceptive values' in the tradition of Hölz, long before the surrealists (Wick, 1988).



I. StillePost! Spielgrafik 2006

⁷ The composers Asmus Trautsch, Arne Sanders, and Sebastian Elikowski Winkler from Klangnetz Kollektiv were guests in the lecture series 'Schaffensprozesse im Dialog' (Creative Processes in Dialogue) in May, 2008, at the University of Fine Arts in Berlin. In an interdisciplinary dialogue, the artistic genesis of works and teaching at the UdK are examined in conversation with G. Mattenklott and D. Jäger.

⁸ 'Architektur muss brennen' (Architecture must burn).

away from the artifact (see also Breton, 1996). For individuals, art consumers or recipients, they open up new possibilities of participation in exploring levels of perception at the moment of doing. The constraints of 'controlled thinking' – the processes of idealisation and perception bound to convention through language – are returned to a new 'innocence and creative virtue'. André Breton writes of the '*Dada recipe*', which serves the systematic exploration of the collective unconscious, in order to reach the outermost limits of states of consciousness (Breton, 1996).

> Strategies that follow self-imposed, mathematically inspired rules are disseminated throughout the world of literature and art in the second half of the 20th century by e.g. the FLUXUS or also the *Oulipian* movement (Mattenklott, Weltzien, 2003). John Cage inspires the artistic avant-garde of the 1960s with his musical instructions, such as four minutes, thirty-three seconds and revolutionises hearing based on new rules. The onlookers, or listeners, as the case may be, are involved in the game using open possibilities for interpretation within fixed structural organisations. They participate in the aesthetic process (see also Weibel, 2008). Artist groups like DOGMA 95 or *StillePost!* see collective, intuitive, and scientific experiments as part of their aesthetic practice – the meaning behind the pseudonyms of both reflects their mission. Eleven rules serve as a strict organisation for an aesthetic dialogue between eleven disciplines in the *StillePost!* project in 2005 (*StillePost!*, 2006). Lars von Trier and Thomas Vinterberg, the two signatories of the DOGMA 95 manifesto, succeed in establishing a methodical repositioning of filmic strategies. Ten instructions focus on the moment by reducing the technical means and foregoing tricks and interventions. The reduction of personal preference increases the space to manoeuvre for those involved ('*to refrain from personal taste*'), (Hallberg, Wewerka, 2001). Stories are told anew, artistic practice is reflected upon, purged, and translated into political action. Art and its author are annulled – in the process or the collective.

In artistic doctrine, one finds varied forms of a moderating didactic based on rules in concepts for musical education, in architectural teachings and in educational processes aimed at children (Mattenklott, Rora, 2009).

Blütenweiss Anonyme Zeichner or the *Vitales Archiv* < are run by individuals to initiate collective, aesthetic processes with other artists. Strategies customary in the art market and role models are undercut, everyone can take part. Group compositions like those from Klangnetz Kollektiv combine and link twenty-one composers and musicians on a virtual 'platform for experimentation' in order to develop new music in dialogue and without hierarchy. According to literary paradigms like the Japanese *Renga chain poem* or the *Oulipo* rules, individual scores from several members are inserted at random, instruments are assigned to the group members by lottery or formal constructions are fixed as final compositions. The constraints establish the framework for the group improvisation. The compositions originate between Moscow and Berlin, then they are digitally transmitted and made public⁷.

From architecture groups like Archigram, Haus-Rucker-Co, Coop Himmelb(l)au, Future System or raumlaborberlin, programmes and magazines are used to radically revise old truths about cities and space (see projects like *Living City*, *Wohnkapsel*, *Mindexpander* to *Kolorado Neustadt*). Visions are drawn, made public or installed as prototypes within public space in order to subsequently influence the creation of space. Manifestos take poetic form as an expressive challenge, in order to take a position and initiate new design paths as well as political and democratic appropriation of processes to develop urban space – as in the seismographic drawings of Coop Himmelb(l)au from 1983⁸.

< Production processes are de-hierarchised, collectivised, and politicised, limits are slackened, and new spatial experiences are initiated. In architecture, self-organised transformation processes lead to a new relationship between city

dwellers and their appropriation of space (see also Fezer, Heyden, 2004 or www.experimentcity.net). The surrender of design sovereignty on the part of architects in favour of giving more latitude to future residents can be found in scores of projects, like the residential worker ariá in Italy, of Gian Carlo de Carlo (realised in dense communication with the future users, 1969-75 in Terni); the *Wohnregal* ('Living Shelf', 1984-1986) in Berlin's Admiralstraße; the *Öko-house* of the architect Frei Otto (built 1984-1990, with 18 owners and 10 architecture offices in the context of the New IBA in Berlin); the *Zirl* house in Austria of the architects the Next ENTERprise (1992-97, arch. Ernst J. Fuchs, today The Next ENTERprise, Vienna); or the actual living reform projects like the *Ökodorf Sieben Linden* in Sachsen Anhalt (founded in 1997) of the author's office jp3 collective housing project, *Stapelvilla*® ('Stacked Villa'), 11 different spatial housing ideas, linked in one vertical collage (Fig. 2).

WHERE IS BAG NO. 94 TODAY?

- > For the past year, the red bag is being carried through London by the pianist, hoping – maybe in vain – for a conclusion to the game. Sandra Kuhne from the Vitales Archiv expects nothing from the borrowers. They are to incorporate the GDR objects into their everyday life and, through the act of documentation, examine their individual artistic intentions, to be urged towards reflection, with a search of evidence that is aimed ahead. After a few years of passionate collecting in the middle of the 1990s, the artist saw, above all, the collectivisation process for reuse (*'I cannot tackle it alone'*) in the opening of the archive. Her approach is a thoroughly unpretentious stroke of genius, in

that, by using processes of discovery in dealing with historic material and by opening up this process to a collective game, attention is no longer paid to the myth of the artist or even art itself.

Maybe game no. 94 will be played differently than expected. The breaking of rules is as much a part of the game as are delight, aggravation, misunderstanding or even the temptation of playing over and over, or despite oneself. He, who plays is played, is the gist of what hermeneutist Hans-Georg Gadamer (1990) wrote in play, *'it is precisely the opposition of ... conflicting tendencies toward clarity that cause ambivalence and with it, a field of tension in which no subsequent moment can be entirely predicted from that which precedes'*

(Scheuerl, 1975). Tension regarding the unknown in the next step and curiosity form the main spring of action that brings with it greater pleasure. Rules liberate creative activity in the design process. They enable collective action in dialogue, in the friction with the established rules and the competition that emerges as soon as several people submit themselves to a common rule, as well to the artistic game.

The consequence for the participants is loss of control to a degree, an increase in the need to concentrate and fix upon a given moment, an increase in the suspense and lack thereof, an increase in the openness for that which is near – which is needed to discover the known and unknown, and a focus on the moment because of uncertainty about the outcome of the game. Group processes that, in the search for increased knowledge, make knowledge or material from an individual available to all members, form the counterpart to a romantic character of genius who seeks to take that which is generated creatively and transmit it back to individuals (Adorno, 2004). The methodical approach becomes an opportunity for a learning process as a dialogue – in which everyday life, the past, and the present are perceived, reflected, and immediately commented upon, and in which they are transformed along the way.



2. *Stapelvilla Manifest*

source:
jp3 architekten



3.

source:
jp3 architekten



4. *Schnittmuster-strategie*

source:
jp3 architekten



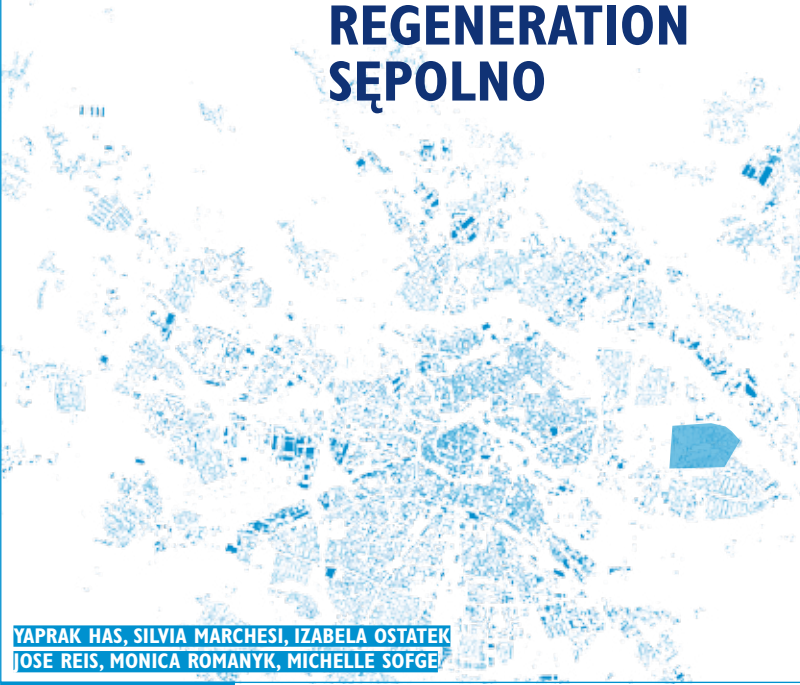
5. *Alice weint*

source:
jp3 architekten

PART I

GROUP I

**GARDEN CITY
REGENERATION
SĘPOLNO**



YAPRAK HAS, SILVIA MARCHESI, IZABELA OSTATEK
JOSE REIS, MONICA ROMANYK, MICHELLE SOFGE

DEVELOPMENT PROPOSALS

Sępólno is a popular and desirable place. < Increasing its capacity at a reasonable scale with additional new residential dwellings and mixed use development with new services and amenities can contribute to its success. Abundant land currently occupied by allotments is proposed for new development, while a community garden initiative would preserve traditional urban gardening in an innovative way. Allotments in the south are proposed to accommodate traditional yet architecturally modern row houses along the road with local businesses and amenities occupying the ground floor, together with a public space. Development to the west accommodates additional residential dwellings in a new residential street, fitting in architecturally with the rest of the community by keeping similar size and scale. Larger dwellings are proposed to fulfil demand while allotments form part of the public realm connecting the school, neighbourhood centre and surrounding areas. The displacement of allotments needs careful handling, including compensation and encouragement of communal

CONTEXT

> The garden city Sępólno was built between 1919 and 1935 with small housing for workers east of the Wrocław city centre around a central open space with public facilities and surrounded by allotments. It got gradually gentrified, sometimes with unauthorised modifications. Its labyrinthine street pattern in the shape of a Silesian Eagle is now cluttered with parked cars and lacks legibility. Despite its turbulent history, Wrocław managed to preserve its urban structure, together with many unique buildings, besides neglected and mismanaged areas. Sępólno's historic urban texture and social pattern give this neighbourhood its identity, but participative management could improve its sustainability and prepare it towards becoming European Capital of Culture in 2016.



Existing urban fabric



Proposed development



Development potential
based on Google Maps

gardening. The aim of Sępolno's development is to enhance its social, cultural and economic neighbourhood value, and to reinforce its identity and sense of place.

REORGANISING PARKING AND MOBILITY

- > Parking is one of the most challenging aspects of adapting heritage to current living styles in Sępolno. Parked cars are occupying sidewalks and residents are using their front lawns and allotments to store their vehicles. In some cases garages and shelters are erected without permission. Two approaches are proposed: creating a car free zone by suppressing parking on residential streets and in front yards, or guidelines for residential parking to respect the heritage and improve the environment. New bicycle lanes will improve the environment for pedestrians and cyclists, as will an improved bus service within the neighbourhood, integrated with the metropolitan transport network.

REDESIGNING THE STREET LAYOUT

- > New layouts are proposed for main and secondary streets and existing walkways to counter the current decay of street conditions, re-organise traffic and increase legibility. Creating new arteries ensures the preservation of the heritage structure. Figures show the location of three types of streets and new streets. One of the figures proposes a layout for main and secondary streets, with and without parking. Main streets will include bicycle paths and wide sidewalks, secondary streets will favour pedestrians and bicycles over cars, and uniform paving will enable shared use for all three transport modes.

PUBLIC-PRIVATE SPACE

- > Both public spaces and private cultivation of allotments require investment. The general quality of public space in the neighbourhood centre is acceptable and the area can be reinvigorated with minor changes. Such improvements may involve caring for the central green field and park, replacing and incorporating more outdoor furniture, maintaining the childrens' playground, and creating a community garden to offset some loss of allotment areas due to the proposed development. Allotments need more

attention. Neglected ones contribute to visually undesirable land and need to be better used. Urban allotments form part of Wrocław's heritage. The community can preserve them by tending them as collective urban gardens as efficient management of public space. This would also stimulate community integration and foster the inclusion of all stakeholders of Sępolno.

CONCLUSION

Sępolno is a neighbourhood of high heritage value to its residents and to the city of Wrocław, and its unique character and quality should be maintained and preserved. In the course of our work, we have identified the following five main problems: legibility; parking; housing; allotments; and the quality and design of streets and public spaces. We are proposing the following lines of action: designing a new street configuration; creating new developments; and building social partnerships among residents and local public authorities.

Reconfiguring some of the streets will not only improve their technical condition, but will also improve legibility by highlighting the different characteristics of the main and secondary streets. Such reconfiguration will also alleviate the parking problem which Sępolno currently faces. New development will provide new housing solution and better parking conditions, due to a new street configuration. Finally, the creation of a social partnership involving residents and the local authorities will be a key component of allotment management, design and use of parking, and non-intrusive renewal interventions in the housing stock. If a balance between development and heritage, intention and use is maintained, we are fully confident that Sępolno will continue to be an enjoyable, pleasant, sustainable place for all its residents.



Street types and parking potential. Red - main streets, blue - secondary streets, green - pedestrian paths, yellow - parking places

source: Wrocław Development Office



PRESERVATION OR CHANGE: LEARNING FROM THE INHERITED CITY

EVALUATION OF PART I PAST: THE INHERITED CITY

- The viewpoints of the City of Wrocław, together with those of UN Habitat, AESOP and the Wrocław University of Technology, as well as site visits, presentations by tutors and, most importantly, the work of young professionals on six selected sites contributed to the understanding of the 'inherited city', and animated the debate on the balance between heritage and development.
- Predictably, the findings were diverse but they established some common ground, if not of solutions then of pressing outstanding questions. Inevitably the original Athens Charter came under critique, but it was recognised that at the time modernism was built on needs of health, daylight, hygiene and safety, in reaction to bad urban conditions.
- Despite some post modern dissent and tutor inputs from many different standpoints, heritage was not discarded as redundant and was not considered to stand in the way of progress. Quite the reverse, in a turbulent world with massive migration and displaced people, uncertainty due to rapid change in the global economy and political landscapes, heritage had value and formed an important part of identities of cities and those who live in them.
- Cities presented opportunities for change, for remedies against existing deficiencies such as traffic congestion, dilapidated industrial areas, poor housing or social exclusion, but also for expansion and structural innovation. However, transformation faced inertia in physical and mental terms, linked to urban patterns and influenced by value attribution. Consensus

existed on the need of diverse approaches to change, ranging from incremental interventions to broad scale conceptual perspectives as basis for public debate. Criteria of intervention may vary as well, depending on political priorities, economic urgency, social pressures or poor conditions of the physical fabric.

Regeneration of heritage did not only apply to buildings but also to mentalities. Loss of value is in the eye of the beholder, just like beauty, and change can be initiated by responding to contextual necessity, as well as by proactive political processes. Heritage can take many different forms in urban change. It can preserve, revitalise or reinvent and generate new values, mental as well as economic, all of them contributing to a new city structure. However, regeneration has often partial and conflicting effects within the city structure. When values are attributed to physical heritage, they are often displacing vulnerable groups while newcomers are the beneficiaries of gentrification. With what certainty would regeneration realise its planned effects, and how and who would deal with unforeseen (adverse) effects?

The debates showed that two trends of urban change tend to manifest themselves alongside each other. One is creative destruction often by speculative forces, at a large scale, in a short time, with economic values changing hands frequently and rapidly. The other is slow negotiated change which builds on consensus, sense of belonging, at a small scale over longer time, aiming to build values of excellence and humanism. Such contradictory trends have always shaped urban structures in which many conflicting value systems cohabit, together with witnesses from many different historic periods whose values vary over time.

SALIENT POINTS FROM THE OUTSIDE

LESSON LEARNT FROM TUTOR PAPERS PRESENTED IN PART I

- An interesting finding is that neither die-hard sceptic nor fundamental conservationist views were expressed about heritage. A consensus emerged about the need of balancing heritage with development and urban change.
- One paper was addressing the relevance of history to contemporary use. In a declining inner city interventions aimed to reintroduce value by restoring substance while preserving the existing population. A long timeframe is needed for such a participatory refurbishment process. It raises the key question of whether gentrification is an unavoidable consequence of regeneration (TF).
- Several papers were proposing ideas and techniques to integrate existing features while directing urban transformation towards a more sustainable city structure. One dealt with sustainable construction techniques, including retrofitting the existing urban fabric (SL). Another considered urban design as a suitable tool to identify the role of history and heritage and to enhance legacy spatially and materially in a sustainable manner while adding new values to declining or unfashionable places. (MV). Another proposed specific tools to secure successful urban change which depends on clear development concepts, known actors, financial and institutional arrangements and responsibilities. Heritage needed to be bound into the legal system to secure effective and equitable change. (PE). A model was proposed to uncover the relation between past and future urban patterns in terms of rules and regularities to explain urban transformation. A study based on this model identified arrangements which led to the most efficient layout of new urban requirements (WZ).

Two papers dealt with new appropriation of space by unexpected uses. One was observing heritage areas by focusing on borderlines which were considered favourable for processes of negotiation and reconciliation between different areas with declining values (DI). The other was promoting proactive intervention and fostering participation in informal uses of redundant buildings by existing inhabitants, casual newcomers, artists or participants in the grey economy which were looking for intermediary spaces for both utilitarian and creative uses. Such actions were expected to change attitudes towards heritage and to generate more democratic urban conditions (DJ).

SUMMARY OF YOUNG PLANNERS' FINDINGS

FROM PROJECTS ON SIX SELECTED SITES IN PART I – PAST: THE INHERITED CITY

From the young planners' work it seemed easier to deal with places which have lost their value, especially non residential areas, because they provided an opportunity to adopt a scenario approach using the heritage assets. Integrating these sites into the urban fabric posed a challenge, and especially the proposals for the industrial site with working premises was original and daring. Design spectacles were less feasible for the three selected, very diverse housing estates which required a socio-cultural approach to existing inhabitants. The proposal to consider the fifties system - built quarter which reintroduced residents to the very city centre after the war as a heritage asset, despite the poor quality of the housing was a challenging way to improve the area for the existing residents and to connect it to the regenerated city core for wider use.

PRESENT: PROCESS OF URBAN CHANGE AND REGENERATION

INTRODUCTION
TO PART 2

embedded in the urban fabric. Street patterns in inner cities can be traced back to the middle ages, and more recent historic city layouts persist, owing to fixed assets such as utilities and transportation infrastructure. The natural features of cities, rivers, waterfronts or protective landscapes, which were the reason for cities to locate there originally continue to shape cities while being transformed by urban metamorphosis. Change can be spatial-geographic, sectoral and functional, or cultural due to changing lifestyles. All change is relative as its meaning is bound to differ, depending on the part of the city where it occurs and on those who use the city.

Change defines itself in relation to what remains unchanged. Flows tend to be more dynamic than nodes; movements are more prone to change than built artefacts. All parts of a city are changing due to organic processes, albeit at a very different pace. Well built structures will wear slowly while change of their uses may accelerate their redundancy. Change of flows due to new technologies, new origins and destinations may be hampered by the inertia of existing infrastructures which accommodate flows, such as roads or rail. Catering for potential flows requires significant interventions in the existing urban fabric. Spatial strategies may enhance or hinder flows. Moreover, local adaptations are often having much wider repercussions, as the urban fabric forms an interdependent whole, despite being composed of many, sometimes incompatible parts.

Except in case of wars and natural disasters current urban change has a very different dynamic in European cities than, for example, in rapidly growing mega-cities and city regions in the developing world. It also happens at a different scale. European cities have evolved slowly over time, most of their fabric exists, additions are rather marginal and change tends to occur just as much from within than at their edge.

Urban change has a place on a timescale. When it occurs, either spontaneously or planned, it affects present arrangements and is often forward

- > Heritage cannot be separated from urban change and it influences the pace and size of change of cities at any moment in time. Therefore, it was necessary to examine the interface between heritage and urban change which was considered at various urban scales and over different timeframes, going back and forth in relative and absolute time. Cities are in constant flux. They are undergoing a continuous process of degradation and regeneration, of shrinking and expansion, of stagnation, conservation and transformation. These processes are often taking place in parallel and in contradiction with each other.
- > No city stands still. Cities change constantly but not as a whole. Some parts evolve rapidly due to changing use or development pressures; other parts change more slowly hampered by inertia

looking. Yet, when does urban change, or more precisely, the outcome of urban change, which has happened in the past become heritage? Which material and mental urban witnesses are worth preserving, when should new urban change be displacing traces of past urban change, and on what grounds?

- Unlike heritage which (re-)creates value when it is regenerated, urban change may create as well as destroy value, or it may have to destroy value first to create more value afterwards, a free market process known as creative destruction.
- The process of urban regeneration was examined at various scales and pace in Wrocław to understand its repercussions on city structure. This included the impact of the preservation of single buildings with historic significance and their current and potential future meaning, such as the Wertheim department store in the city core which became the Renoma, the Centennial Hall earmarked to fulfil supra-regional functions, or the redundant Świebodzki railway station. Each one commands its own use of heritage as driver of regeneration, its own choice between conservation, transformation or creative destruction. Each one presents opportunities, problems and

potential outcomes which need to be weighed against wider implications for the city.

Higher levels of resolution are neighbourhoods, such as historic garden cities, outer villages and more recently built large estates. They form entities in physical as well as community terms, but they may be subjected to urban change, due to higher order objectives regarding their role within the city as a whole, which may compete with their heritage value. At this meta-level of urban change, two ring roads were chosen for reappraisal, one within the inner core and the other on the edge of the inner city proposed to alleviate traffic problems in Wrocław.

TASKS FOR YOUNG PLANNERS PART 2

The background question to the second task is how to plan and/or design urban transformation. Urban change is happening all the time and those who are mandated to intervene in the urban fabric need to know to what degree they can control and change spatial order, either through public or private sector intervention, and which urban dynamic remains outside their control.

These questions are explored in two concrete places which are deemed to have lost their 'public' values and where spatial intervention has to deal with complex ownerships, needs and expectations to transform such spaces and create new public values. Different models of taking over this public space, rethinking its function and transforming it are explored. One site is the planned southern ring road to relieve traffic within the urban core. The transportation company has produced a proposal which needs to be critically assessed. Possible alternative solutions are imagined for an urban transformation which creates new public values. The other site is a ring road within the city core following the trace of a historic moat which divides the urban fabric while providing access to it. Based on site visits, lectures and debates, students were asked to propose concepts, designs and action plans.

PART 2
**PRESENT: CONSTANT
PROCESS OF CHANGE**



URBAN PLANNING AND DESIGN THROUGH PULSAR EFFECTS

EVIDENCE FROM PORTUGUESE URBAN AREAS

JÚLIA LOURENÇO PORTUGAL

At a time when big spectacle events are playing an increasingly important role in urban dynamics in many cities, the identification and quantification of both their adverse and beneficial impacts remains to be done. Large projects such as Olympic Games, World Expos, soccer cups and, to a lesser extent, European Capitals of Culture and other recurrent events are capable of changing the urban fabric of a city and its organisational patterns in profound and permanent ways.

INTRODUCTION

- > 'Pulsars' are defined as the distorting effect on the daily operational running of a city. The type of events described in this paper occur predictably and their impacts can be characterised. If properly structured and with an integrated organisation pulsars can lead to new solutions, avoiding the typical management issues that can interfere with much smaller scale projects. In particular, in a country like Portugal, pulsars can introduce new concepts that may later trickle down to other cities and transform a much larger urban area. Nevertheless, if improperly implemented, the repercussions of these events can severely strain an entire city and its inhabitants and businesses.
- > One of the most relevant cases presented in this paper is that of the **Expo 1998** in Lisbon. Expo-98 took place at a 18 ha site bordering the Tagus River at a derelict port area previously full of gas and petrol containers. The overall project (Expo-98 and all urban renovation) amounted to two million euro obtained as follows: 65% from bank loans, 25% from the Portuguese Government and 10% from

the European Union. Increases in the amount of foreign visitors in Portugal were estimated at 10% in 1998 and 13% of budget increase (approximately 0,5 million euro). The Expo-98 Management Board argues that these net gains, associated with taxes due and paid, exceeded the amount of money the State donated to this urban project.

The site opened two weeks after the closing of Expo-98, at the end of September 1998, re-named as *Parque das Nações* (Nations' Park) with some areas closed for refurbishment by blocks and not as a whole construction site. It comprises now an enlarged area of 330 ha. This idea of keeping the public space open to wide access, the fact that some urban anchors remained in function, such as the *Oceanarium* by Peter Chermayeff, the *Pavilion of Portugal* by Alvaro Siza, the new *Railway Station* by Santiago Calatrava, the *Shopping Centre Vasco da Gama* finished recently, the *Pavilions of the International Fair of Lisbon*, later relocated here and the *Atlantic Pavilion* where major cultural and sports events take place, attract more than a million visitors each month to this area where, in 2002, 4.000 people were already living and over 6.000 were working permanently. Currently, in 2010, the numbers have risen to close to 25.000 people currently living in the area and 20.000 others permanently working there.

As usual, there was also a downside: land speculation, increasing densities and reduced public space, as well as oversupply of some infrastructure, namely marina places still very much underused. Nevertheless, the six gardens and one urban park are remaining there and occupying one third (110 ha) of the total area, which is a very good share in any city of the world. The phasing of the construction, as well as the sale of the plots obeyed a careful strategy of making the area liveable at all time, a remarkable fact in a country where carefully planned global urban areas are very much the exception. This is a successful legacy process considering that so many past (as Seville) and post (as Hanover) Expo Sites have failed.

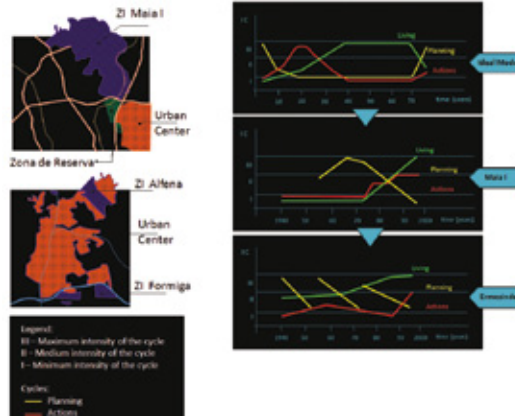
> The following sections of this paper address primarily the Expo-98 event in the context of the Lisbon planning process, major innovations brought to urban image and quality of life, environment and management, as well as the draw-backs. Other interventions in cities with smaller pulsar effects are also presented, such as Porto as European Capital of Culture in 2001 and its approach to the renovation of major public squares, or Coimbra's river front rehabilitation. The pulsar effect is evidenced also in other smaller towns in Portugal in which urban renewal was launched through a mymetical approach, before setting out the conclusions.

THE PLANNING PROCESS MODEL AND THE PULSAR EFFECT

> The model portrayed graphically in Fig. 1 (Lourenço, 2003) shows a typical time period of 70 years of urban development. There is of course a very high intensity in the level of planning at the start of a planning process which tends to decrease as building of infrastructures commences. The investment rises as the projects start and the plan is implemented, the number of people living in a given urban area tends to rise at an exponential rate up to its maximum occupancy and remain reasonably steady for a period of up to 30 years.

> In Fig. 2 the graphic represents the behaviour of the Expo-98 Nation's Park Planning Process. The Nation's Park graphic mirrors the model very closely, albeit in a reduced time frame. This is a very special happening in the history of urban area planning and development. Following are two case studies depicting model divergence which is typical in many planning processes of urban areas. In Maia, the project was delayed because of lack of investment. In the case of Ermezinde, the planning cycle is heavily disrupted every decade, creating a pattern of permanently shifting priorities and plans that are difficult to fully implement before the next shift occurs. This is often due to underinvestment and fragile planning systems, which in due course often leads to either lack of investment due to the difficulty of predicting the ever changing patterns

or, much like the population inhabiting the area, is often dissociated from the urban planning process itself and follows other extraneous factors. Cities tend not to be homogeneous in their development; several factors can influence the rate of investment and population fixation at certain parts of any town irrespective of urban planning. In and out flow of migrant population fixation booms, cost of housing, work availability are all factors that can interact with urban plan guidelines.



3. An example of detailed Local Plans and deviation from the ideal model – PP6

source: Lourenço, 2003

EXPO-98 – NATIONS' PARK PLANNING PROCESS

The Nations' Park site was previously home to large industrial factories, established there since the forties, namely a Petrogal refinery and storage facility. Gas, petrol and other companies' facilities occupied nearly 50 hectares. Also present were the Lisbon Industrial Slaughterhouse, the National Depository for Decommissioned Munitions, a waste water treatment plant, a sanitary landfill and the Beirolas solid waste treatment plant (Fig. 4-6). In sum, it was an area of pollution intensive industries, where vacant land was also used to illegally dump waste. No environment or urban planning considerations had been enforced up to the nineties on the sites that were to become Expo-98 area. North to this area stood a planned neighbourhood of the sixties without access to the river and to downtown Lisbon. At the eastern side, the much polluted Trancão river established the border with another Municipality. West to this area up to Terreiro



4-6. Views of the area before 1993

source: Parque Expo'98 S.A.



1-2. Lourenço's Pulsar Effect Model – above; and behaviour of Expo-98 – Nations' Park Planning Process – below

source: Lourenço, 2003

do Paço where the Portuguese Government main headquarters stand, small and medium industrial firms have been locating over the last forty years without any urban planning. Conflicting interests were said to be occurring between the growing city and the heavy industrialised harbour area. As such, planning ideas were in the air to renovate and upgrade this area when Expo-98 decided to be located there.

- > The idea for holding an international exhibition in Lisbon was originally voiced by the National Committee for the Commemoration of the Portuguese Discoveries, a body which studied a number of activities to highlight the importance of the Portuguese discoveries of the 15th century. Still, the thematic dimension of EXPO'98 was not limited to historic commemoration but to preserve the oceans. The global project was indeed comprehensive, for it was in fact two projects tightly coordinated into one. The first was to prepare the Lisbon World Exposition, while the second was designed to renew an urban area covering around 340 hectares of eastern Lisbon. Expo-98 occupied 60 ha if the area of the old Olivais Dock – a 1940's airport for hydroplanes – is accounted for along 2 km of river front.
- > The following **AIMS** were set at the time:

1. RE-ESTABLISH THE LINK BETWEEN CITY AND RIVER;

2. RESTORE ENVIRONMENT AND LANDSCAPE AND REDISCOVER USEFULNESS;

3. WEAVE THE DEVELOPMENT INTO THE CITY'S FABRIC AND CONTRIBUTE TO DEFINE THE CITY AS A WHOLE;

4. BECOME A NEW POLE OF ATTRACTION IN ITS OWN RIGHT WITHIN THE GREATER LISBON AREA.

First of all, it is important to notice that Expo-98 used the existing urban planning legal framework to control land and development. A land policy measure issued in 1975 about priority areas for urban development enabled the Expo-98 Management Board to take over the area and start working on it. This was an irony of destiny at a time when so many urban planners were against Expo-98 development. Usual charges were the costs, the centralisation and the urban expansion of the capital of an already macro-cephalous country. An Urban Development Plan supervised by a Portuguese urban planner with a long career (30 years) and complemented by six detailed plans that were commissioned to six different teams (five to architects, one to landscape architects) were drawn, discussed and approved (Fig. 7).

One of these detailed plans (PP2) was coordinated by an architect with 20 years of deep involvement in urban plans and specialised in matching their connection with economic development. He was responsible for defining the permanent and ephemeral buildings and locations at Expo-98, after a first plan by a Japanese architect. A team of Portuguese and a few foreign experts were assigned the task to evaluate and monitor the plans and projects proposed. Lisbon Municipality also drew up an urban plan for the area adjoining Expo-98 site.

Apart from these plans, specific studies were carried out such as the ones for detection of peaks of hydrocarbon pollution in excess of allowable levels. This was especially important for the residential zoning assigned in the approved Development Plan. These studies confirmed that the area's geology featured a layer of impermeable clay, serving as a natural buffer limiting the leaching of contamination deeper into the sub-soil. In fact, oil pollution was rarely detected deeper than 2 meters, with a total volume of soil requiring processing estimated at some 250.000 m³. There were also soil problems concerning Beirolas landfill, which was the primary recipient of Lisbon's solid waste from 1985 until 1990. Its working life was longer than originally planned, resulting in overuse and



7. An example of a Detailed Local Plan – PP6

source: Parque Expo'98 S.A.

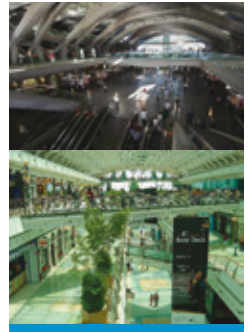
deficiencies in the leachates drainage and biogas removal systems, as well a degree of instability in landfill slopes detected during site evaluation studies (Coelho, 1995).

**INNOVATIONS BROUGHT BY EXPO-98
 URBAN IMAGE**

- > Expo-98 presented a global unified image comprised of 224 modular units, covering a total of 72.500 square metres, not including the special cases of the Portuguese and European Union Pavilions.
- > Expo-98's central area was designed to be two things. First, it was to host the most ephemeral happenings, the exposition itself. Second, it was also to serve as the cornerstone of urban renewal efforts. EXPO was designed to have an easily understood and well-orientated urban layout for visitors as well as to have landmarks both for the time of the Expo and the period after (Fig. 8-11). Architects and designers were invited to put forward ideas and, later on, projects for the entrances of Expo-98. The same competitions took place for water games, fountains and lakes that were placed all along the area.
- > All these sculptures and existing buildings, such as the 'Petrolgal Tower', a gate particularly popular with visitors arriving in tourist buses parking in the southern lots, are still in place nowadays. The river is showcased beside the tree-lined promenades. Dozens of species of trees have been planted, namely oaks, lime trees, banana and other palms, pines and nettle trees, including rare species. A panoramic view stretches before numerous restaurants, bars and coffee shops. The Vasco da Gama Centre and the Oriente Station also have a varied assortment of services, restaurants and shops.
- > Nowadays, there exists five kilometres of river-front property but no privatising of the river public domain, which means that anyone can take long strolls by the Tagus. Extensive pathways, green spaces and numerous services are still a unique experience in Lisbon (Fig. 12-15). In fact, the first river-front area to be developed for leisure near Belém, in the forties, does not provide the same

atmosphere as it is more zoned (green areas segregated from coffee shops areas) and less extensive. The Business Centre of the Nations' Park was located near the railway station. All office buildings feature split-level architecture (Fig. 16-17), with parking below ground level. Examples of innovative design include the Pavilion of Portugal, the Camões Theatre, the Vasco Da Gama Tower and the Oriente Station.

Landmarks, such as the Petrolgal Tower (Fig. 18) were preserved and kept. Innovations such as the Water Vulcan and the Oceanarium (Fig. 19-20) are innovative sculpture and architecture imported from the USA.



16-17. Office and Shopping centre architecture

source: Parque Expo'98 S.A.



8-11. Area at the time of Expo-98; May-September 1998

source: Parque Expo'98 S.A.



18-20. Urban landmarks

source: Parque Expo'98 S.A.



12-15. Residential blocks

source: Parque Expo'98 S.A.

URBAN QUALITY OF LIFE

- > Lisbon emerged as best quality of living within the major eighteen Portuguese cities (Mendes, 1999; Lourenço *et al.*, 2000 following the operational approach used at the University of Minho and derived from Findlay *et al.*, 1988; Rogerson *et al.*, 1989). This classification associated with the model and weightings adopted was contested by different studies but there are also others (Deelstra, 2000) that give Lisbon as an example of good practice. At the time of Expo-98 a number of services were offered to visitors, namely: drinking fountains, toilet facilities, shaded resting areas (Fig. 18), as well as baby carriage and electric cart rentals, that are kept to this day. Expo-98 was more than just a chance for improving the environment and urban renewal. It was an opportunity to both modernise and internationalise Lisbon.
- > The Municipalities of Lisbon and Setúbal worked together for conversion and renewal, ensuring accessibility and transport, when planning shopping centres, services and infrastructure, and for urban planning and in sponsoring ambitious events. The adopted strategy called for building high-quality urban spaces, integrating services like shops and restaurants, schools, leisure and sporting facilities, a hospital and similar services. The Nations' Park incorporates new urban technology such as the Technical Gallery Service Tunnel (Fig. 21-22), housing fibre-optic telecommunications, a central heating and cooling system, and centralised solid-waste collection, in addition to the more traditional public service networks (water and electricity).

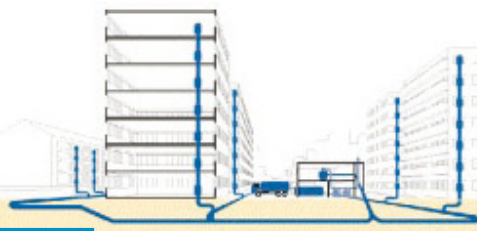
In sum, this area brought a contribution of unique, high quality buildings to the creation and consolidation of a new urban skyline, recreating the city's relationship with the eastern river front.

From the initial planning phase, better living in this urban setting was one of the aims. This goal for the moment seems to have been achieved as the estimated quantitative indicators are double the minimum Portuguese requirements for equipment and green areas as well as for parking places. This is particularly evident in Fig. 23 where tree planting along parks, avenues, streets is shown. Notice that the Portuguese standards are higher than the Spanish ones, but lower than the English standards (Lourenço, 2003).

ENVIRONMENTAL QUALITY

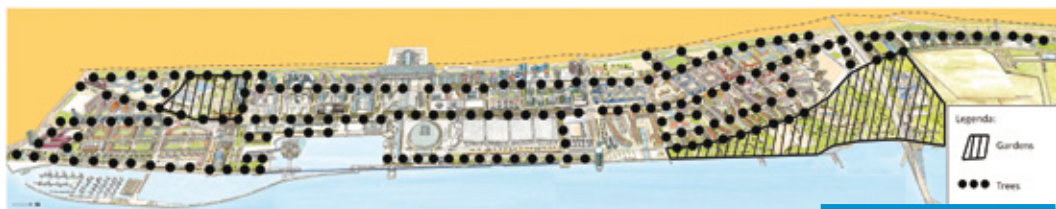
Demolition debris deemed non-polluting were recycled in the Nations' Park. Nearly 812.000 tons of concrete, 190.000 tons of stonework, roofing tiles and brick, as well as 60.000 tons of concrete and asphalt sidewalk were processed. Around 5.000 tons of steel, recovered from reinforced concrete were sent for re-melting and new uses.

An environmental strategy was drawn. The first objective was to ensure an environmentally-friendly urban landscape for the future users of the Nations' Park where nature could be 'rediscovered', most notably by showcasing the five full kilometers of river front. For landscaping and urban layout, the environmentally sensitive areas were given special attention, to ensure high-quality urban living. Green spaces flourished, with unimpeded access to the river front (Fig. 24-27). Pedestrian pathways were built, with ample parking as well as incentives to promote the use of public transport. The choice of such environmentally-friendly infrastructures, while ground-breaking in Portugal, reflected their successful use in other European cities. They were directly incorporated into the urban planning process. The central heating and cooling system running on natural gas at considerable energy savings when compared to traditional systems was one of the innovative solutions implemented.



21-22. The Technical Gallery Service Tunnel

source: Parque Expo'98 S.A.



23. Green areas location

source: Parque Expo'98 S.A.



24-27. Environmental quality areas

source: Parque Expo'98 S.A.



28. View of Oriente Railway Station

source: Parque Expo'98 S.A.

> A Monitoring Plan has been drawn which covers the whole of the Nations' Park and environmental concerns, such as soil quality, ground water, runoff and sediment, air pollution, noise, geology, meteorology and a number of quality-of-life criteria. The increasing scope of the Parque Expo Environmental Monitoring Plan warranted the setting up of an Environmental Monitoring Centre (Fig. 25). A full third of the 330-hectares Nations' Park is reserved for green spaces. At present, over 6.500 trees have been permanently planted, with nearly 1.700 on the Expo-98 site. Planting continues, with holes being dug and watering and drainage systems installed. Nearly 600 trees were transplanted, 100 from Lisbon and 500 from the Expo area. Using respectively, traditional methods as well as state-of-the-art German technology, they were first transplanted from their original location to a temporary site while awaiting final planting. Although their number is small when compared to the total of 10.000 trees called for in development plans, the 500 trees are symbols of the integrated solutions during construction. Also, nearly 150.000 m³ of humus originated from the waste water and solid waste treatment plants located in the area, were spread in the various green areas created. The environmental renewal undertaken at the Nations' Park is relevant because of its innovation, great diversity, quality of its environmental recovery efforts and pedagogic spreading of outcomes.

HUB FOR MULTI-MODAL TRANSPORT

> The Nations' Park is located at a crossroads of major traffic ways, namely the Lisbon Inner Ring Road (CRIL), the National Highway N10, the Vasco da Gama Bridge, the North-South Axis, Oriente Station and a ferry terminal.

> Oriente Station, with a neo-gothic architecture (Fig. 28), is the hub for the various networks of public transportation serving the eastern area of Lisbon, combined with a metro station, trains, buses, taxis and airport links.

> The construction of the sub-way line and the connections established, namely with the railway

system, allowed Lisbon to have, for the first time in its history, a connected mass transportation system. Chelas, a planned neighbourhood from the sixties had, in 1998, and for the first time, subway and urban highway connections to the centre of Lisbon and to the river front (Fig. 29-31). The eleven parking lots have 5.163 places, exceeding the minimum requirements and making it still easy for visitors to park their cars, at the moment. They are rightly located near Oriente Station and the borders of Expo-98 site.



29. Expo-98 location in surroundings and Lisbon transportation network

source: Lourenço, 2003a



30. Subway lines in Lisbon

source: Lourenço, 2003a based on: www.metrolisboa.pt/default.aspx?taid=271

31. Railway connections in North Metropolitan Area of Lisbon

source: Lourenço, 2003a based on: www.metrolisboa.pt/default.aspx?taid=597





32-33. Animation at Expo-98

source: Parque Expo'98 S.A.

GLOBAL MANAGEMENT APPROACH

- > There was an extensive programme of special events at Expo-98, a lot of them taking place outdoors (Fig. 32-33).
- > One of the most famous performances happened daily, just before midnight, at the Olivais Docks – ‘Acqua Matrix’, a multi-media extravaganza of sights and sounds, in an island stage, with towers and other moving parts, namely a huge inflatable balloon onto which images were projected. At the moment, some events still take place at Sony Plaza with one of the biggest screens existing in open air public arenas in any city. All equipment areas are jointly run and advertised by Park Expo S.A.
- > As for public investments, several Pavilions have found a new life, respectively as a Centre of Live Science (former Knowledge of the Seas Pavilion) and the Portuguese Presidency of the Council of Ministers (former Pavilion of Portugal). The Camões Theater houses the National Dance Company and the Lisbon Symphony Orchestra.
- > Student housing (1.100 beds) for two Lisbon universities has been built among health and education equipments.
- > The joint global management was especially relevant for the sale of plots, namely to Cooperatives (Housing Associations) and national and foreign real estate developers, Portuguese/Spanish, Portuguese/Dutch, Portuguese/French consortiums. Other investors include Japanese and German firms as well as big Portuguese private groups. Some of the public car parks, due to their global management are sometimes used for testing ground and car shows for automobile manufactures, or for films of advertising spots. Also, instead of amalgams of fast-food strips, traditional coffee shops, bars and restaurants from various towns in Portugal (just to name, Peter’s from Azores, Infantes from Alentejo) were invited to come to Expo-98 site and now they have stayed in the area. It is no wonder therefore, that Nations’ Park has become a premier address in the city of Lisbon, featuring an array of multi-functional venue possibilities for conventions, business meetings, parties, shows, etc. A Nations’



34. View of the “Walled” Expo-98 site

source: Parque Expo'98 S.A.

Park team of professionals assists during all phases of a project. Some events that were happening in Northern Portugal around the town of Porto have relocated here.

Until 2002, property sales have reached 1.113.000 square metres of gross floor space, with sales to both Portuguese and overseas investors. This represents 55% of total possible construction, worth over 350 million Euros. Residential sales account for 707.000 square metres of the total, with the remaining 406.000 square metres for commercial purposes.

DRAWBACKS: A FIRST IMPRESSION

The need to find timely ways compatible with Expo-98 development may have meant faster solutions and more expenditure for several tasks. Sidewalk pavements already portray this problem. The walled Expo-98 site has given birth to a somewhat ‘walled’ Nations’ Park area, surrounded by highways and a railway line (Fig. 34).

As can be easily noticed and felt in the adopted model, the highways surrounding Expo-98 exclude pedestrians. In effect, the Chelas area transformed into a ghetto, and for decades it will need much positive promotion before attracting middle-class population and not just the most poor among Lisbon inhabitants.

The densification of the built environment seems to be happening not only at the former Expo-98 site but in the surrounding areas (Fig. 35-36).

In some cases, the dominance of beauty over function (see Oriente Station) can be clearly felt, especially at winter time when this very long open-sided railway station can be particularly uncomfortable for passengers.

This analysis also applies to the glass architecture that, although supplemented by cooling devices such as running water roofs and shading elements, may be more energy-wastful than previously expected.



35-36. The densification of the site

source: Parque Expo'98 S.A.

PULSAR EFFECT OUTSIDE OF BIG EVENTS

- > Throughout Portugal several projects have been implemented to revitalise urban areas, reform old structures or even implement new mass transport systems to entire cities. Despite the smaller size of each of these, their scope can often be as far reaching as to affect urban development in nearby towns.
- > The *Casa da Música* project in the city of Porto reflected a large financial investment to be implemented during and after Porto 2001 European Capital of Culture. As a result the greens of the nearby Boavista roundabout were made ‘cleaner’, despite some controversial removal of old trees and all of the bush areas to not only clear the visual clutter but also to allow the building to be seen from across the roundabout. The previously crime prone and obscured area is now fairly safe and the constant motor and pedestrian traffic and people injected fresh life into the area which had experienced decline due to the competing *Matosinhos mall*. Even though the structure outside was created as mostly a gathering and effective vantage point for the building itself. It has attracted a lot of attention from teenagers as it boasts a reasonably ample traffic free area and its architecture (the side of the building features a steep wind guard ramp and several rails) are used as a skating and biking zone. As this cultural equipment project was not conceived within a detailed urban plan, nearby areas started to undergo projects for more modern, taller buildings than previously existing ones. This forced negotiations between private developers and the Municipality and, on the whole, after a lot of time and polemic, some consensus prevailed. Most of the old buildings located adjacent to *Casa da Música* have been rehabilitated and not demolished. But without a detailed plan, it was much more difficult to preserve the views on that costly monument. On the back, tall buildings have been built, lowering the value of the west perspective.
- > Without going into a debate about the merits of the ‘clean’ areas and its still controversial thermal comfort consequences, the city’s commissioned

architects prioritised the almost complete removal of several greens in urban squares resulting in a much greyer area with its own advantages as well as disadvantages. For instance, in the Aliados Avenue in front of the City Hall, the grassy areas and the plants around it were removed and replaced by a duller and ‘cleaner’ expanse. The replacement of the traditional Portuguese pavements with more stable and smooth granite opened up the avenue to temporary outdoor pavilion bars and cafes in the public space which helped mitigate the otherwise complete lack of resting benches and leisure areas.

CONCLUSIONS

The quality of urban image and environment is very important in planning a successfully integrated project. Upgrading the environment should always be a primary concern when dealing with either large or small scale, Pulsar effect inducing projects. Expo-98 greatly improved the accessibility to mass transportation systems in Lisbon which had an enduring and visible effect on both housing and business investments. Parque Expo S.A. outstanding performance during the Expo had repercussions not only on its own business ventures, but brought a range of different methods, artistic and technical concepts to a broad audience. For example, the Portuguese Government entered into further contracts with it to assist urban renewal in several other Portuguese and foreign towns, in Brazil and North African countries for example. Physical planning was a very important tool in the urban renewal projects of both Expo-98 – Nations’ Park and all other POLIS programmes throughout Portugal. Detailed local urban plans should be approved before the proposed actions are implemented. Nevertheless, negotiations during the planning process are vital to secure public space and environmental urban quality in the surrounding spaces. The Pulsar effect model can become a vital tool to monitor ongoing project development in both large scale enterprises and local renewal and municipal planning projects.

TURIN RELOADED: THE NEW, MANY SOULS OF A CITY

● GIANCARLO COTELLA ITALY

The rapid transformations of the global economic scenario caused by the crisis of fordism and, in more recent times, by the effects of globalisation, open new challenges and opportunities for urban areas. In recent years, cities have been embedded within a highly competitive environment, and this contributed to shifting the focus of urban policies towards different, more entrepreneurial approaches (Mayer, 1994). Main urban actors increasingly share the belief that cities should position themselves (politically, economically, culturally) into the globalised scenario, through urban marketing operations and the promotion of an alluring 'image' to attract new investments and favour the (re-) location of economic activities.

THE SOUL OF A PLACE...

- > In general, the term 'image of the city' refers to the idea that surrounds and characterises a specific place (Vanolo, 2008, 2010). This is not only linked to visual elements, but also to material artefact (roads, monuments and buildings), as well as to immaterial symbolic aspects (such as the uses, routines, institutions and organisations that regulate the life of the inhabitants, the stereotypes concerning their attitudes, the descriptions in tourist guides etc.). Together these elements represents what could be commonly intended as the 'soul' of a place.
- > The symbolic construct of the image of the city presents two different faces. One dimension is internal, and refers to the image perceived and reproduced by the inhabitants of the city. The definition of individual and collective identities are in fact tightly tied to the consciousness originating from a specific geographic area and, similarly, from the awareness that one will also be identified in relation to the symbolisms linked to these areas (Lalli, 1992). This internal image has to be understood as a continuous process of a social construct, whereas present generations are influenced by symbolic heritages which they

contribute to contributing to re-shape while creating new ones as well.

The second dimension is external, referring to the perception and to the representation of the city by people and organisations extraneous to the life and symbols consumed inside the city. While internal images are usually well defined, external ones are often vague, abstract and simple. It is quite common, for example, to associate positive and negative values to unexplored or unfamiliar cities. The nature of these images is essentially cumulative, even when based on concrete foundations. As we are constantly bombarded by environmental information – not only through direct experiences, but above all through different media – the creation of our image of a city is based on a subjective selection and synthesis of these experiences, partly visual and partly related to different forms of knowledge. As soon as new knowledge is added, our image is tested, compared and elaborated again in a circular and cumulative process (Norberg-Schultz, 1979). According to Shields (1991), these (external) images are the result of continuous processes of over-simplification (reduction to one trait), stereotyping (amplification of one or more traits) and labelling (in which a place is deemed to be of a certain nature). This results in the production of a geography of place-myths. The creation of simplified images of relatively unknown places may be considered as a process involving the construction of 'collective geographies' that makes it possible to organise information, to formulate generalisations and expectations, and to direct our actions, such as the choice of tourists and economic investors. This is basically the reason behind the recent interest in image-building by many cities. The construction of positive and charming images is a fundamental tool of attracting global flows (tourism, investments) in order to promote local development.

In the collective imagination, Turin represents the archetype of the industrial fordist city, constituting a somehow uncomfortable heritage. However, it

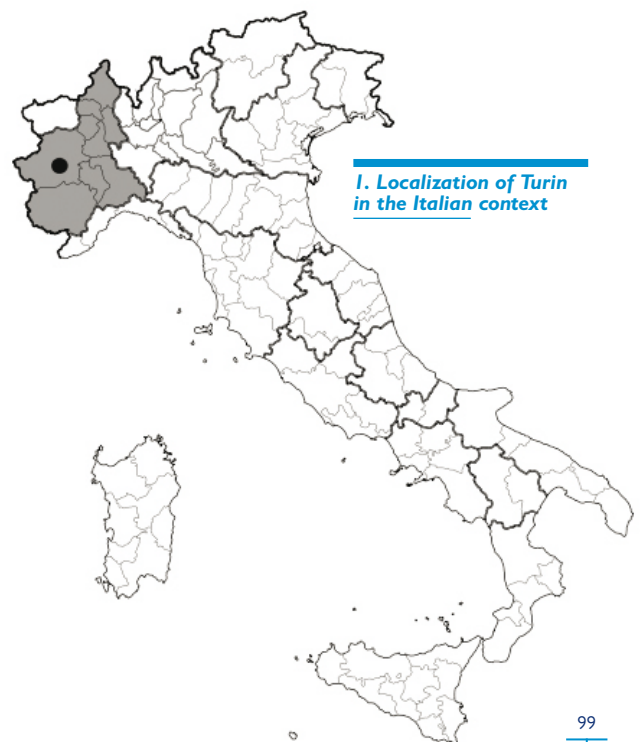
is evident that for a long time the city and its local actors have been heading towards more complex processes of promotion and reproduction of a different imaginary. The present contribution aims to read these processes in the light of the above discussion, in order to provide some considerations on the processes underlying the consolidation of the new, many souls of the city of Turin. Having briefly introduced the city, the paper examines its development as a one-company-town strongly influenced by the Fabbrica Italiana Automobili Torino (FIAT). The following section explores the different elements that characterised the development of the city in more recent years and allowed it to reshape its soul in different directions. The evolution of the image of the city is then dealt with more in detail, before a final section rounds off the contribution with some closing considerations on the future development of the city.

SOME FACTS ABOUT THE CITY

- > Turin is located in the Piedmont region, in the north-western corner of Italy (Fig. 1). Despite its semi-peripheral position, its historic influence has been mainly directed towards the Italian peninsula, also due to the role played by the Savoy Kingdom in the process of reunification of the country. Nowadays, Turin is located just at the edge of the European core, as the latest studies place the city and its surroundings in a strategic position across the main structural frameworks of the European Union: the ‘blue banana’ that stretches from the London region to the North of Italy (Brunet, 1989); the ‘Latin arc’ starting from Catalunya, passing through Southern France and Northern Italy and extending to the routes leading to the East (*ibidem*), the ‘European Pentagon’ indicating the territories included within the five cities of London, Paris, Milan, Munich and Hamburg (Schon, 2000).
- > Turin is Italy’s fourth largest city, hosting a total population of 908.700 inhabitants (2010) and covering an area of some 130 square km. Its metropolitan area (as statistically defined) comprises 53 municipalities and counts some

1.748.000 inhabitants located in 1.127 square km (2010). As a result of suburbanisation, the overall population of the city has decreased in recent years, with an increase in the proportion of elderly people. In the last decade, there have also been important waves of immigration, from Eastern Europe and North African countries (Romania and Morocco above all), but also South America (Peru and Chile). The foreign population living in the city counts 115.800 inhabitants (13% of the population; 2009).

Turin has been known as a typical ‘one company town’ because of the presence of FIAT headquarters and its main factories. Despite major job losses due to restructuring in the 1980s, its economy is still strongly linked to the car and car component industries. Indeed, 30% of the sector’s national employment is concentrated in the area. Other important industrial sectors in the city include industrial automation, aeronautics and aerospace, satellite systems development, and information and communication technologies. The food and drinks industry (Ferrero, Martini & Rossi, Lavazza), textiles, insurance and banking (San Paolo Bank), design and publishing are also important. A relevant indicator of the effort to sustain innovation in the local economy is the presence of about 90 R&D centres, while Piedmont has the highest national share of private R&D spending. Unemployment rate has been decreasing since 1998, going from more than 10%, a much higher rate than the Piedmont and Northern average, to less than 8%.



TURIN AS A ONE-COMPANY-TOWN

- > The history of Turin's industrial vocation dates back to the 1870s. In 1865, just four years after Italy's reunification, Turin lost its role of national capital to Florence. This deprived the city of its political status, not to mention a significant proportion of its most dynamic inhabitants. This identity crisis forced the city to carve out a new image for itself to avoid economic collapse. A coalition of municipal leaders and local businessmen joined forces to conceive a new vision for development, where science and technology were intended to drive economic production. As a first step, city leaders organised the 1884 National Exhibition, which publicised the city's material and intellectual resources and introduced a positivist approach to development, rewarding scientific discovery and technological innovation. Public sector support proved a crucial factor in this economic turnaround. During the late 1870s and 1880s municipal authorities channelled funds into research, constructing a 'City of Science' campus and founding a University Consortium in 1878, to nourish links between the scientific community and the city's industrialists, and in so doing anticipating the necessary human capital requirements for industrial success.
- > Although city and regional authorities had laid the ground, local entrepreneurs and private banks were to prove critical to the growth of the nascent industries. In 1899 a group of thirty aristocrats and businessmen decided to capitalise on local engineering know-how by founding the Fabbrica Italiana Automobili Torino (FIAT – Italian Automobile Factory Turin). Other technological developments flourished too, driven by pioneering mechanical and engineering research in the city's universities. By 1911, the automotive sector employed a third of the city's expanding manufacturing workforce, and FIAT soon emerged as the leader in the field. By 1914, the company was producing half the cars in Italy as well as components for ships, airplanes, trucks and trains. Combining local engineering know-how with the fordist-taylorist principles of scientific management, FIAT expanded rapidly.

Municipal authorities continued to be keen sponsors of Turin's industrial expansion through a wide range of initiatives, including measures to reduce production costs, increase access to affordable electricity, improve the labour force's technical qualifications, and modernise communications and transportation. The benefits of this new industrial wealth, however, were not shared by all. The gap between the middle and working classes widened and the discontent within poorer neighbourhoods fostered the formation of the labour movement which dominated city life for much of the twentieth century.

The outbreak of World War I increased the demand for military equipment, leading to a rise of FIAT's workforce from 3.500 to 40.000, amounting to a quarter of all workers in the city. However, the slump in demand and massive lay-offs in the engineering and machinery sectors, characterising the immediate post-war period, resulted in a spate of strikes and factory occupations that were only quelled after the fascists took power in 1922. Urban population grew from almost 500.000 in 1921 to almost 700.000 by 1939, with FIAT employing a third of the industrial workforce. FIAT's founder Giovanni Agnelli developed a close relationship with Mussolini, taking the local tradition of cooperation between industrial and political leaders to a new level. Both had an interest in keeping Turin's sizeable working class in order, and the fascists granted FIAT significant independence in its affairs in exchange for de facto political support, and thereby overshadowing the city's municipal government.

Following the fall of Mussolini in 1943 and the multiple world war II bombing raids, food and energy shortages paralysed the city. Turin's civil authorities were ill-equipped to manage the crisis, and relied instead on FIAT. The latter worked to fill the vacuum left by the disintegration of fascism. It deployed its own social welfare system to provide for its employees and became a lifeline for Turin's citizens in the years immediately following the war, when FIAT's leadership cooperated with unions



2. Aerial view of FIAT Lingotto

source:
Winkler, 2007

to retain all of its 64,500 workers on full wages. During the post-war period, FIAT's paternalism extended to building housing estates, retirement homes for its workers and nursery schools for the children of its working mothers. The Italian government singled FIAT out as a key national driver of post-war economic growth, and gave the company an astonishing \$22 million (38%) of the \$58 million of Marshall Plan funds earmarked for the entire Italian engineering sector. FIAT's new Chief Executive Vittorio Valletta cultivated relationships with the major State-owned steel, oil and construction industries, and encouraged plans for the national motorway network, which he knew would boost private car ownership. Once again, FIAT's close political alliances helped reinforce the company's dominant position in the local and national economies.

- > Financial and political support, combined with the company's innovative business practices, led FIAT to spearhead Italy's post-war 'economic miracle'. Industrial output more than doubled between 1958 to 1963, fuelled by growing international trade that followed the establishment of the European Common Market in 1958. Italy's GDP grew by an annual average of 6,3% during this period, and the national automobile market expanded rapidly. FIAT took the decision to concentrate production in its Turin factories, and the city rapidly became Europe's most specialised region. By the late 1950s, industrial expansion was generating tens of thousands of new jobs per year, and the automobile sector represented roughly 80% of the city's industrial activity, with FIAT being responsible for 95% of Italy's total automobile production by the late 1960s. In the two decades between 1951 and 1971, it more than doubled its industrial workforce in Turin, from 47,700 to 115,000, took on an additional 30,000 white-collar workers and contracted a vast array of smaller firms to provide it with services and supplies. It pursued an aggressive policy of acquiring and absorbing most of its direct competitors, as well as companies in allied sectors such as marine and air transport.

1899	FIAT founded by Giovanni Agnelli
1900	First factory opens, employing 100 workers
1908	2,500 employees. FIAT opens a factory in the USA
1915-18	Expands capacity more than seven-fold due to wartime vehicles demand. Diversifies production
1920	Labour unrest, factory occupations
1923	Lingotto factory, Europe's largest, opens in Turin
1920s	Introduces employee health insurance, founds the local newspaper La Stampa, a school, holiday camps, numerous workers associations, and a bank promoting instalment plans for car purchases
1930	FIAT opens a factory in Spain
1930s	Great Depression bolsters FIAT's position as other industries sink
1933-43	Giovanni Agnelli is made a senator by Mussolini
1939	55,000 employees. Mirafiori factory opens in Turin. Beginning of mass production
1940s	During world war II and its aftermath, FIAT delivers aid to its employees in the form of clothing, shoes and fuel, and distributes 100,000 meals daily
1948	Damaged facilities rebuilt and new equipment purchased using Marshall Plan aid
1950	70,000 employees
1950s	Confrontations between FIAT and unions; FIAT leadership imposes discipline and modernisation.
1950s	Opens factories in South Africa, Turkey, Yugoslavia, Argentina and Mexico
1960	85,000 employees
1966	Gianni Agnelli (grandson of founder Giovanni) becomes president of FIAT
1960s	FIAT builds new factories in southern Italy and USSR. Embarks on new international joint ventures
1968-69	158,000 employees. Labour movement reaches apex. By 1969, 15 million hours had been lost through strikes
1973	Oil crisis begins FIAT's decline, prompting diversification and sale of shares (later bought back)
1980	FIAT launches major restructuring programme, lays off 23,000 workers
1990s	Company in crisis. Embarks on several joint ventures with international firms. Foreign competition floods the national market; FIAT targets emerging markets
1994	FIAT opens further plants in southern Italy; shifts most production there.
2002	Alliance with General Motors. Sheds 8,000 workers (more than 1/5 of its shrunken Italian workforce)
2005	General Motors alliance dissolved
2006	Signs lucrative new deals with Indian, Russian and Chinese companies
2009	Takes over the American car company Chrysler

3. Milestones in the history of FIAT

- > The success of Turin's industries had fuelled a further post-war population explosion, as economic migrants streamed into the city from Southern and Eastern Italy. Turin experienced the most extreme growth rates of any major Italian city during the post-war era. An average of 56.000 immigrants arrived in the city each year between 1954 and 1964, with the city population peaking at just over 1,2 million in 1975. The huge influx of economic migrants arriving in the city overwhelmed local authorities and the city's already fragile infrastructure. The working classes concentrated in the more peripheral areas surrounding the factories, with under-resourced municipal authorities adopting a laissez-faire attitude in tackling the chronic housing, health, transport and education problems in those over-saturated areas. They failed to implement an urban regulatory plan, thus allowing free rein to property developers. The result was spiralling rents and unregulated private construction of sub-standard housing with limited access to basic amenities. Workers' resentment of their living conditions and the poor quality of public services built up throughout the 1960s, was causing regular production stoppages in the factories. The first major strike of the labour movement came in 1969, when working-class activism combined with a growing student protest movement paralysed the local production system. The movement continued into the 1970s and 80s, as tensions mounted between industrialists and workers while FIAT's slow decline began.
- > By then, the city had become so economically and socially dependent on her major employer that Turin's crisis would inevitably mirror FIAT's. National political alliances helped FIAT to its dominant position in the city but, as globalisation and European integration advanced, these advantages were no longer able to protect the industrial giant from wider economic forces. The company ran aground and the city suffered. The local economy had become over-concentrated and other sectors atrophied. FIAT wielded such power for so long, and local politics in Turin was so emaciated, that the city was left fully exposed to the sudden decline of its dominant industry, with few coping strategies in place and few other sectors to cushion the blow.
- The global oil shock of 1973 brought Turin's economic miracle of the previous 20 years to a halt. After 1975, the city's population entered a steady decline, reflecting the downturn in the manufacturing industry (IRES, 2006). Nationally, Italian manufacturing faced the problems of over-reliance on imported oil, and an inflexible and highly unionised labour market. FIAT in particular was vulnerable because of its lack of investment in new equipment and research. The company began to shift production out of Turin in the 1980s amid bitter union protests, largely in order to capitalise on the State's financial incentives to invest in Southern Italy. In 1980, its worst year for lay-offs, FIAT cut 23.000 jobs in its Turin plants. During that decade Turin's metropolitan area lost roughly 100.000 industrial jobs, most of them based in the city itself (Maggi and Piperno, 1999). Over the 1990s, FIAT continued to reduce its workforce in the area, which shrank from 92.000 to 47.000 in the decade between 1986 and 1996 (Rosso, 2004). Over that period, FIAT was saved by a massive injection of State aid which allowed it to continue to dominate its largely protected domestic market. But in the 1990s, the company continued to move production away from the city. While in 1990 more than 60% of FIAT's total production was still taking place in its Turin plants, by 2002 it had fallen to less than 30% (Whitord and Enrietti, 2005). State-level trade protections were finally dismantled with the Single European Act of 1992, which flooded the Italian market with competition from foreign imports. The automotive giant that had once employed 140.000 people in the city now provided jobs for barely 30.000 (Symcox and Cardoza, 2006).
- In spite of these losses, FIAT's crisis was a gentle one. Two factors helped preventing it from devastating the regional economy: firstly, FIAT was allowed to

make systematic use of generous State benefits to laid-off workers, traditionally awarded in emergency situations, and secondly, the slow-burning nature of FIAT's decline gave its many local suppliers the necessary warning time to plan for diversification into new international markets, which they did with impressive efficiency (Whitford and Enrietti, 2005). However, the city's governments of the 1970s and 80s proved incapable of balancing the effect of industry-related market forces on the city with the necessary visioning and lacked regulatory strategies to mitigate their social effects. The city had no enforceable urban regulatory plan, services were overburdened, housing was overcrowded and unaffordable, and social and cultural tensions between immigrants and locals were simmering. In the end, the watershed tangente-politi corruption scandals that triggered the collapse of both national and local governments in 1992 paved the way for key political reforms, ushering in a new era of collective governance, which launched Turin's recovery process.

THE POST FORDIST TRANSITION

- > The end of fordism confronted the company and the city with a sudden shift from a quasi-single sector basis to a more complex one, in which the traditional local industry remained alongside new sectors, and the service and tertiary sectors grew considerably. The city has inherited major social and spatial issues as a result of the decreasing centrality of FIAT. These changes released resources and opportunities to exploit in order to reorient the development of the city into new directions. Since the end of the 1980s, Turin began a process of deliberation about its future identity, aiming at repositioning itself both nationally and internationally as a European regional capital.
- > Various factors made this phase of planning possible, foremost the growing role of cities as collective agents in the management of the local economy and urban transformations. The kick-off of this new period was the national reform which introduced directly elected mayors in 1993 (then

complemented by the Bassanini law in 1998 and by the subsequent reform of Chapter V of the Italian Constitution in 2001). Instead of being appointed indirectly by a council of elected politicians, mayors would henceforth be directly elected by their own constituents, substantially increasing their powers and allowing them to appoint their own executives. The effects of the reform were immediate and revolutionary. Mayors were given new political visibility and accountability and transparency suddenly came to characterise a system that had long been dominated by insider interests, marking the beginning of a new era of trust and cooperation in local urban politics (Le Galès, 2006). Individual cities started to launch strategies and put new forms of governance into place to structure the interplay of urban interests and to present a united front to the outside world, leading to the emergence of strong urban leadership.

Turin's first directly elected mayor was chosen in 1993, against the backdrop of national political scandals. Turin's citizens expressed their dissatisfaction and their desire for change, awarding the leadership to a non-politicised mayor strongly rooted in local priorities, the university professor Valentino Castellani (Rosso, 2004). Castellani quickly sized up the scale of the challenge facing Turin, recognising that the city was now operating in a new internationally competitive paradigm that required a very different style of management from that of the industrial era. He knew that the city administration would have neither the expertise, nor the resources to address this challenge alone, and therefore attempted to reunite a broad set of leading local figures from a range of spheres (public and private, cultural and economic, academic and entrepreneurial) around the mayor's table. The cultural legacy of Turin's long tradition of civic involvement, dating back to medieval times (Putnam, 1993) fostered local actors' willingness to get involved, and to make them explore the city's future prospects. Different ideas for the development and construction of a consensus

around visions for renewal began to arise at the end of the 1980s. The first big book fair, the Salone del Libro, took place in 1988, and in 1992, the FIAT building at Lingotto, traditionally the industrial heart of the city, was transformed into a centre for leisure, shopping, and innovative businesses.

- > Furthermore, Castellani made the municipal government more outward-looking, improving relationships with neighbouring municipalities, the Province, and the Region, actively involving them in the debate about Turin's future and creating a proactive climate of political collaboration that proved increasingly important in the years to come (Dente *et al.*, 2005). Similarly, the new administration developed strong international relations in terms of access to new learning through their EU city networking programmes, as well as to additional resources through EU urban renewal and socio-economic programmes.
- > With its strengthened and slimmed-down executive, the new mayor's administration pressed forward to promote recovery. Three moments in particular were strong and complementary

DRIVERS OF RECOVERY:

1. THE APPROVAL OF A NEW URBAN MASTERPLAN TO SET A FRESH REGULATORY AND ZONING FRAMEWORK FOR LAND USE IN THE CITY;

2. THE DRAFTING OF A STRATEGIC PLAN UNITING LEADING PUBLIC AND PRIVATE ACTORS WITH CIVIL SOCIETY IN PUTTING IN PLACE A WIDER FRAMEWORK FOR EXISTING AND PLANNED RECOVERY PROJECTS AND

3. THE AWARD OF THE 2006 WINTER OLYMPICS THAT WOULD REPRESENTED THE WATERSHED FOR THE RENEWAL OF TURIN IMAGE.

- > Favoured by over 15 years of political continuity – under Castellani and his successor Segio Chiamparino – the smooth implementation of these projects and events enabled the city to

overcome the crisis and provided it with a new set of features and meanings that consolidates into the many souls of contemporary Turin.

URBAN MASTERPLAN (1995)

The *Piano Regolatore Generale* is the main urban planning document in Italy, allowing municipalities to regulate land use. Turin had not had an Urban Masterplan for over 45 years. The existing Urban Masterplan dated from 1959, and the ratification of a new one had been constantly deferred due to a lack of political consensus. The new administration approved the new Masterplan in 1995, as a way of achieving the physical regeneration of the city by re-zoning industrial land and thus encouraging private developers to revitalise these areas. Through the new Urban Masterplan the municipality set out a vision for the physical re-configuration of the fragmented industrial city which had developed around FIAT, transforming it into a better connected, denser post-industrial metropolis. To ensure the support and cooperation of the private and public sector bodies needed to deliver the transformation, the development of the plan was accompanied by extensive public relations work and consultation.

Historically, Turin's industrial areas and their adjacent working-class residential neighbourhoods bordered the main railway line which carves through the city from North to South, creating a major spatial divide. The decision was taken to realise an existing public project, funded by the State-owned railway company. It consisted of 'burying' this central railway line, thereby creating a fourfold increase in its capacity, and transforming the surface into a 12 km, six-lane arterial road into the city centre. The Masterplan cast this route as Turin's new 'Central Backbone' – Spina Centrale (Fig. 4), proposing the redevelopment of four major brownfield sites along its length (over 2,1 million square m) to create new mixed-use neighbourhoods. Half the land was designated for residential use, the other half for parks and commercial activities. The aim to link these derelict

4. Central Backbone and Underground Railway

source:
Officina Città di Turin



areas back into the urban fabric was complemented by another public transport project, Turin's first metro line, a fully automated 15 km route with 21 stations which was connecting the deprived ex-industrial areas in the North and South to the main transport network. Together these projects represented €2,45 billion of public and private investment, aiming to turn the rail corridor into a new strategic growth corridor. Interestingly, the Masterplan specifically left a certain flexibility in the designation of uses for the four Backbone redevelopment areas, preparing the ground for the forthcoming Strategic Plan to develop an overall vision for the city which would then 'fill in' the right strategic uses for these areas.

STRATEGIC PLAN (1998-2000)

> Turin's Strategic Plan is an integrated economic development document, which sets objectives relating to the future of the city's economy and aims to make the best possible use of available resources to achieve them (Kresl, 2007). The development of the Plan began in 1998, following the re-election of mayor Castellani. His administration was characterised by an unprecedented openness to new ideas and policy innovation, including learning from experiences of other cities through an active international networking programme. Inspired by the effectiveness of the strategic planning of other European cities (Barcelona in particular), Castellani launched the city's own effort in 1998, making Turin the first Italian city to debate a plan of this kind.

> The deliberation of the Strategic Plan was characterised by several features. Firstly, it was highly participative, involving as many as 57 leaders from economic, academic, cultural, social and political spheres, as well as hundreds of residents, in an iterative debate featuring dozens of workshops, conventions and seminars (Fig. 5). Secondly, it was strongly rooted in the city and its particular characteristics. As a basis of the Plan, the administration commissioned a thorough and candid assessment of the city's attributes in

the context of the global economy. This report, 'Towards the Plan', created an inventory of the city's attributes which the Plan would work out how to use and develop (Torino Internazionale, 1998). Thirdly, it was informal in style, encouraging the involvement of a wide range of bodies with different operating methods which would have resisted a formalised engagement.

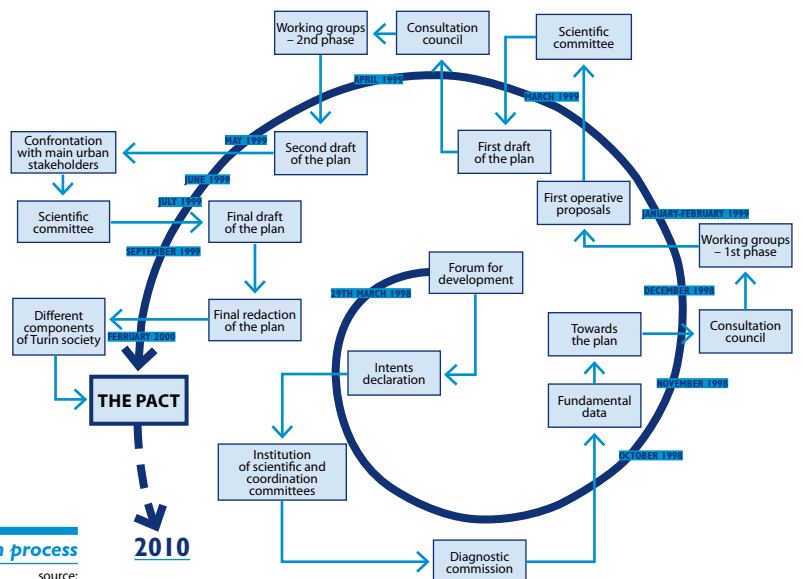
The Strategic Plan defined the vision of a desirable future for the city in **THREE COMPLEMENTARY AND EVOCATIVE IMAGES:**

- 1. TURIN THE EUROPEAN METROPOLIS,**
- 2. TURIN THE RESOURCEFUL CITY THAT HAS THE KNOW-HOW TO GET THINGS DONE, AND**
- 3. TURIN THE CITY THAT KNOWS HOW TO MAKE THE RIGHT CHOICES FOR AN INTELLIGENT FUTURE AND HIGH QUALITY OF LIFE.**

The deliberative process underlying the Plan was probably more important than the resulting document, according to many local actors. The close-knit network of local economic, social and political leaders which emerged as a result proved instrumental to the implementation of the Plan, due to its ability to identify and assemble both the necessary actors and the sources of funding for each project. Through this process, municipal decision-making was opened up to civil society, enabling the municipality to draw on the expertise and resources of a wide range of actors (Torino Internazionale, 2007).

5. The Strategic plan process

source: Torino Internazionale



- > The Strategic Plan as a whole had several other important functions (Winkler, 2007).
 - It laid down a 10-year 'road map' for the development of the city to which all actors could refer, directing the focus of projects on areas that would generate the most added value, maximising the synergies across projects, and reducing the risks of duplication or working at cross-purposes.
 - It kept long-term goals in view, helping to avert opportunistic decision-taking.
 - It established specific aims and a specific time-frame with 84 actions to be implemented by 2011.
 - It created new independent agencies entrusted with taking forward specific elements of the Plan, each funded by a range of public and private stakeholders.
 - It publicised the work already being done.
 - It flattened hierarchies and built relationships between institutions and actors in a city long characterised by an inward-looking, 'master-servant' paradigm.
 - Having a framework for all the city's projects helped attract resources from major funding bodies such as the EU, for whom a specific project link with a city-wide development plan was a key requirement.
 - Lastly, the Plan itself publicised the recovery projects already underway, and promoted Turin as a city working actively to promote itself.
- > The content of the Plan reflected the desire of Turin's leaders to reposition the city, both economically and as a metropolitan area. It aimed at finding ways of turning the inventory of attributes published in 'Towards the Plan' into economic assets in the context of a new vision for the city. The theme of 'internationalisation' was adopted to force the city to look outwards and consider its position in a changing global context. The debate which shaped the Strategic Plan began with a focus on the issue of tourism, and developed organically into a debate on the post- and neo-industrial future

of the city. This crystallised into two parallel but distinct approaches to make the best use of Turin's attributes, one building on Turin's industrial history, and the other breaking into a new future. Overall, the Strategic Plan pulled together both ideas and practical mechanisms for delivery of progress, backed by a broad political and business consensus and the potential resources to deliver it. Delivering involved two main strands: (1) a focus on research and innovation, and (2) outward-looking efforts.

RESEARCH AND INNOVATION

The debate leading to the Strategic Plan was originally focused on the promotion and 'internationalisation' of the city to attract visitors and consumers, but the administration soon realised that tourism would not be enough to regenerate the city's economy. The city began to reassess the positive value of the city's production system and see how its potential could best be exploited. The new advanced industrial development approach aimed to develop the city's economy by capitalising on Turin's specialised skills and assets, which grew out of the city's industrial expertise and the universities that have traditionally fed its industries.

Public funding for research in Italy was low by international standards, so Turin's strategy needed to actively seek out other sources of funding for the development of its key sectors. The assessment document 'Towards the Plan' identifies several sectors in which the city has competitive growth potential. The focus was on developing new institutions that co-locate academic and private sector research to encourage cross-fertilisation. A promotion agency helps to publicise the city and regional assets in specific sectors to attract inward investment. Alongside this, special support programmes have been designed to link hi-tech small and medium-sized enterprises (SMEs) to new overseas customers.

An inward investment agency, Invest in Turin and Piedmont (ITP), was created to 'market' the assets of the city and its region to potential investors

(despite the lack of any specific economic development mandate). Furthermore, following the recommendation of the document 'Toward the Plan' several initiatives in the ICT sector were undertaken. The Torino Wireless Foundation was created in 2001 to manage the development of a 'district' of ICT institutions in order to encourage cross-fertilisation between academic research and enterprises in the ICT sector. At the same time, the Politecnico University and the Compagnia San Paolo bank foundation funded the Mario Boella Institute for Higher Research, a laboratory for high-tech ICT research linking over 140 academic researchers with research teams from private companies, such as Accent, Motorola and ST Microelectronics. Alongside ICTs, 'green' technologies were recognised as a sector set to receive increased public funding, and for which private sector demand is growing fast. The Environment Park was funded by the municipality, the Region, the Province and the EU as a technology park dedicated to develop new environmental technologies, housing research laboratories. SMEs and start-ups focused on specific technologies (i.e. hydrogen energy) to encourage collaboration between research and business. Similar to the latter, the Virtual Reality Park has been created as a technology park aiming to promote and develop applied multimedia technologies. Finally, in order to promote and improve the quality of the city's higher education institutions, the Strategic Plan included proposals to create four new university buildings in new locations, and to double the size of the Politecnico university's campus through an ambitious expansion plan that ties in with the Central Backbone regeneration programme.

OUTWARD-LOOKING EFFORTS

> The first development strategy for Turin was based on a new outward-looking role for the city, promoting it as a centre of tourism, commerce, culture and sport. The idea of developing Turin as a tourist centre first emerged in the early 1990s, when many locals said that they could not imagine

their industrial city becoming an attractive tourist destination. The assessment document, 'Towards the Plan', confirms that with its rivers, Alps, baroque architecture, Savoy palaces, wine and 'slow food' culture, Turin and its region have unique assets for building a successful tourism industry. The Strategic Plan, highlighting the fact that *'the cultural industries will generate 20% of European employment growth'* (Torino Internazionale, 2000), singles out tourism as a central plank of economic revival. *'The external promotion of the city... and improvement of the city's image' as a means of attracting visitors are 'without a doubt one of the priorities of the [Plan]'* (Rosso, 2004).



The city founded a group of public-private agencies, many of which were focused on promoting Turin actively as an attractive destination for specific sectors and activities. In keeping with the Plan's aim to increase cooperation among municipalities in the metropolitan area, these agencies all operate at metropolitan level. Since the metropolitan area lacks a formal governing institution, informal means are seen as the best route to metropolitan-wide cooperation. A general-purpose agency was founded to promote tourism in the city and its region (Turismo Torino), alongside others aiming to attract specific types of visitors such as business people (the Convention Bureau) and film enthusiasts (the Film Commission).

Similarly, events were seen as a second important tool because of their dual function of attracting visitors and raising the profile of the city. Hosting events quickly became one of the key ways of attracting visitors and money into the city, while publicising its assets (Tab. 6).

NEW PUBLIC-PRIVATE AGENCIES EVENTS

Turismo Torino, Tourism Agency for Turin and Piedmont	Torino Book Fair (Salone del Libro, since 1988)
Invest in Turin and Piedmont (ITP)	Torino Film Festival (founded 1998, every two years)
Associazione Torino Internazionale (coordinating and monitoring delivery of the Strategic plan)	Taste Fair (Salone del Gusto) (founded in 1998, every two years), linked to Piedmont 'slow food' movement
Convention Bureau, for promoting convention activities	World Book Capital (2006)
Organising Committee for Winter Olympics (TOROC)	Winter Olympics (2006)
Territorial Pacts (six initiatives to involve multiple levels of government and the private sector in infrastructure and development projects)	Paralympics (2006)
	Winter University Games (2007)
Technological Parks (including the Environment Park and the Virtual Reality Multimedia Park)	International Architectural Congress (2008)
	World Design Capital (2008)
Torino Wireless Foundation, to promote ICT	150° Anniversary of Italy reunification (2011)

2006 WINTER OLYMPICS

- > One year into the Strategic Plan debate, the city was awarded the 2006 Winter Olympic Games. In the context of the Plan this was invaluable in focusing minds and setting a clear deadline for the completion of key projects, punctual delivery being a traditional problem in Italy. The success of the bid to host the 2006 Winter Olympics was widely seen by local actors as a strong endorsement of the metropolitan area's organisational capacity. The Olympics became the cornerstone of the Strategic Plan's tourism strategy, the single most important promotional event of the decade for the city.
- > The choice of Turin as the site of the Winter Olympics 2006 has given the city a unique opportunity of provincial and regional development. Local actors agree that the Games were a critical recovery-spurring event in several ways. (1) They promoted Turin's new 'post-industrial' image internationally and locally, both launching Turin as a tourist destination and transforming the mentalities of locals: prior to this event, local actors maintained that many residents could never have imagined Turin as a tourist destination; the Games brought residents together and gave them a new pride in their city. (2) The event's prestige and the global promotional opportunity it represented helped focus minds and attract the necessary funding to complete physical renewal projects within a fixed time-frame. (3) With minimal support from the national government, organising the Games became an exercise in local entrepreneurship that built public-private partnership capacity in the city.
- > Preparing for the Olympics also built significant local capacity for hosting further international events. Following its successful candidature at Seoul, Turin had further success in competing for other international events becoming joint World Capital of the Book in 2006 (with Rome), hosting the Winter University Games in 2007 and being nominated World Design Capital in 2008. In the same year, it hosted the World Congress of Architects (UIA), and in 2011 the city will celebrate the 150th anniversary of the Reunification of Italy.

Hosting these attractive large events confirmed and reinforced Turin's capacity to organise and to look ahead, a capacity that unites and renews the city's industrial tradition without denying its past. It is no accident that the cinema, arts, culture, and fashion that were born in Turin in the twentieth century only to move swiftly to other Italian cities are now experiencing a true renaissance. Turin's future is strongly influenced by existing conditions that have their roots in the city's industrial past. The de facto strategy created by a combination of various factors – participation, economic regeneration, urban transformation, social inclusion, and governance – also has an important role to play. Strategic thinking has allowed Turin to guide the transition from a traditional system (i.e. fordism) to a system of governance that renews and re-invents the city's industrial heritage in an innovative and technological way.

**TOWARDS A POST-FORDIST IMAGE:
THE NEW, MANY SOULS OF TURIN**

Every Turin citizen happening to travel around the world and being asked about his/her city has experienced how the words 'FIAT' and 'Juventus' are likely to enter the discussion soon, awakening all sort of thought associations, from the Agnelli family to the '500' car model etc. The image of Turin as Italian capital of car production is as simple as undeletable. In spite of experimenting several changes through time, it has remained the main functional reference of the geography of the town over the last hundred years. Whereas Turin is not anymore a fordist city, it remains an industrial city with manufacturing and production at the very centre of its economic and social life, counting for more than 34% of the employment (L'Eau Vive, Comitato Giorgio Rota, 2007). Similarly, the main stereotypes concerning inhabitants, historic events, economic specialisation and urban landscape connect Turin with industry, explaining why manufacturing continues to play an important role in the representation of the image of Turin in the mind of the people. In this context, instead of

refuting this image, it is more interesting to discuss how society and the local actors have reacted and faced this crisis of representation over the last 30 years, in the difficult attempt to substitute the hegemonic industrial image of the city with a set of more nuanced representations, all concurring to shape a polyhedric and multi-faceted post-modern soul for the city.

- > The first image-shaping processes undertaken in order to foster such a change date back to the early 1990s, with the emergence of a series of debates promoted by relevant local cultural actors, such as the Giovanni Agnelli Foundation, IRES Piemonte, the San Paolo Company etc. Those actors supported the production of an interesting set of geographic and spatial visions, that fuelled the discussion on the evolution of the image of the city of Turin. At least four scenarios are relevant here (Vanolo, 2010): MITO, i.e. the functional integration of Milan and Turin; GEMITO, a similar idea but also including the Genova area and therefore recalling the historic Italian 'industrial triangle'; the Meccatronic Plain, intended as a region of mechanical and electronic expertise not only linked to car production; Turin Technocity, referring to the idea of Knowledge, Communication and Technology cities very popular in the 1990s. It is important to underline the informal nature that characterised the debates behind those attempts, voluntarily developed by cultural actors and lacking any legitimisation from both the inhabitants and the political class. However, they planted the first seeds of a collective reflection on the changing image of the city, inspiring the adoption of future place-branding and visioning activities and emphasising for the first time a manufacturing vocations for the city other than FIAT.
- > When the massive industrial crisis of 1996 led to the spread of a shared negative feeling for any industrial identity (Bocca, 2002), innovative ideas of 'new' and 'high' technology started to spread as elements of transformation, renovation and modernisation of the urban economy (e.g. the music e-commerce initiative VITAMINIC and the

location of the R&D Motorola centre in Turin). At the same time, the brochure '*Torino, una città da scoprire*' (Turin, a city to be discovered), explicitly argued how the city was 'busy to convert old industrial areas into new services for the entire city', deeply denying its industrial history (Vanolo, 2010). The urgent need to promote the image of the city acquire additional vigour with the approval of the Masterplan and the Strategic Plan, that led to the institutionalisation of various initiatives, to a certain extent inspired by the debates developed during the previous years, at the regional development agency ITP (*Investimenti Torino e Piemonte*) and the Local Agencies for Tourism (ATL1, 2 and 3 – public-private consortia specialised in the promotion of different parts of the provincial territory). More importantly, the Strategic Plan opened a broad debate on the means of promotion of the city image within the European and global context after a century of FIAT hegemony.

In 2006, with the publication of the second Strategic Plan of the city (Torino Internazionale, 2006), the questions concerning new possible directions for the development of the city eventually found a univocal answer, with the document clearly defining the promotion of a 'knowledge-based economy' as the main aim of the city. In this light, and in order to collect full benefits from the Olympics, the city approved a specific communication plan, managed by an *ad hoc* office called Central Communication Service (CCS), aimed to shape a new 'visual identity' for the city and to renew its whole marketing apparatus (Martina, 2006). Despite promotional materials being also produced by other institutions, the CCS constituted the core of marketing activities in Turin, and institutionalised the process behind the production of the image of the city, which had been rather informal and scattered among different local actors until then. The main aim of the CCS is the production of marketing materials, both directly and through external advertisement agencies, and to promote the circulation of such materials in the national and international media.

The attempt to build a branding policy becomes evident in the explicit choice to refer to the city name as Torino, and not Turin, in all the material for international promotion, and to associate it to the slogan as the renowned **'Always on the move'**, to emphasise the ongoing changes (slogan promoted by the famous advertiser Armando Testa). Such a message, together with those produced after 2006, such as the Olympic **'Passion lives here'** and **'Torino sempre più bella'** were widely promoted through several kinds of media as well as on more than 7.000 posters and 3.000 flags located throughout the whole city.

- > As far as reshaping the contents of the urban image is concerned, an analysis of the main promotional materials and of recent municipal policy exposes the centrality of a typically post-fordist thematic (Vanolo, 2010). Most importantly, the celebration of the social vitality of the city is a diffuse theme, as expressed in the promotion material which is full of slogans such as *'a thousand opportunities of seeing friends, getting together, dancing, staying out late'* or *'people animate bars, winebars and clubs that propose live jazz music and fashion DJ-sets'*. It has to be mentioned how the creation of this image of urban vitality has been accompanied by an important process of spatial reorganisation and fragmentation, as several central areas of the city (the Roman Quadrilatero, the Murazzi River area, San Salvario, etc.) underwent intense processes of regeneration and gentrification, now hosting clubs and bars where once lower class people used to live. Notwithstanding this phenomenon, it is interesting to notice how these new lively areas of the city started to play a role in the collective imagination as core centres of the play-scape, not only at the local and regional level but for people of the whole nation (also thanks to the role played by some music bands such as Subsonica, Africa Unite, etc.). This is certainly a new phenomenon, as Turin's urban image has always been characterised by opposite trends, admitted by the promotional material itself, arguing that *'with the recent winter Olympics Turin said to the whole world, that although*

it is a shy and serious place – the city also loves to enjoy itself and to amuse and entertain its guests.'

In the meantime, the promotion of the cultural and artistic soul of Turin experienced unprecedented results. At present Turin counts a wide range of more than 40 museums, mostly located in the central area, and the city is now thinking about realising a central museum district, similar to those already in place in other European cities. Furthermore, theatres, contemporary art and classical music are present in Turin with activities of national and international importance. It is interesting to note how the subdivision between high and low culture that has been subject of recent considerations (Lash and Urry, 1994) is particularly present in Turin, possibly as a heritage of its fordist past. The city hosts an extremely lively high culture scene. At the same time it is characterised by the presence of a large number of events and manifestations that, despite being celebrated as cultural events, could be rather classified as entrepreneurial activities which associate local traditions and heritage with an entrepreneurial culture and, both of these with the new image of the city (as for instance the Chocolate Festival, the Book Fair and the Taste Exposition). Such operations have been undertaken systematically in recent years, mainly through co-branding interventions that aimed at the construction of symbols and links between geographic localisation, products and culture (Kavaratzis and Ashworth, 2005).

An additional element that contributed very much to the consolidation of Turin's new identity(es) is the celebration of new urban spaces and high quality architecture, often as substitutes of industrial unused areas, as they fill the old hegemonic fordist image of the city with an heterogeneous set of new post fordist contents. The erection of buildings designed by star-architects is generally recognised as an effective way of improving the image of a city and to improve its attractive power for tourists and the creative class. Accordingly, in recent years several interventions have been created in the city under the supervision of famous architects, such

as Isozaki, Aulenti, Fuksas, etc, not to mention Renzo Piano's regeneration of FIAT Lingotto which transformed the building into a temple of post-fordist consumption (Vanolo, 2010).

CONCLUSIVE REMARKS

- > In general, it is not possible to demonstrate scientifically the change of the image of a city, or the stratification of several images – or its souls. Perceptions, in particular when referring to such complex objects as urban areas, are multiple and multi-faceted, and the dimensions of change are innumerable, as well as the points of view and perspectives from where they can be observed and interpreted. However, it is undeniable that, during the last 30 years, the city of Turin experienced a transition from the hegemonic industrial image linked to the role of FIAT and to the fordist period towards something else. What the latter is and will be in the future is far from clear, as it doesn't take the shape of a single new hegemonic image, but rather configures itself as the juxtaposition of several elements and ideas, a heterogeneous set of 'new souls' for the city to recall the title of this contribution.
- > Turin tried to take on board several elements characterising the post-fordist rhetoric in order to underpin spatial transformations, image creation and narration. This happened through several attempts to celebrate the city as a place for art and culture, social interactions, events, consumption, prestigious architecture, and other symbols of post-fordist economies. However, far from turning its back on its historic industrial character, the city exploited its competencies to the utmost in promoting an evolutionary change rather than a break with historical continuity. The analysed elements show how all the described processes still bear a primeval heritage linked to Turin's cultural fordist heritage. In this context, Turin is definitely not a non-fordist city (Vanolo, 2010), it is rather the evolution of a fordist city that underwent a complex set of post-fordist, post-modern transformations, thereby incorporating

a number of elements which constitute as many continuities as discontinuities with the past.

Turin is still an industrial city. The 2009 FIAT-Chrysler agreement is there to testify this. It returns a manufacturing image to the front stage. This new image is full of optimism and trust in the future of a city once again at the heart of global car production networks. At a more subtle level it is possible to notice how many ideas which the municipality has promoted over the last decades in terms of material and immaterial policies have started to diversify this image, by building something new on, and with, the historic heritage of the city. The new image still places particular emphasis on production, albeit by converting it in new and innovative ways. From the point of view of urban policies, this consideration does not imply any negative connotation. It simply means that Turin is developing its own new image and identity through specific discourses and rhetorics whose outcomes are still far from being defined.

INTRODUCTION

DOWNTOWN

SOUTHERN

ROUTE

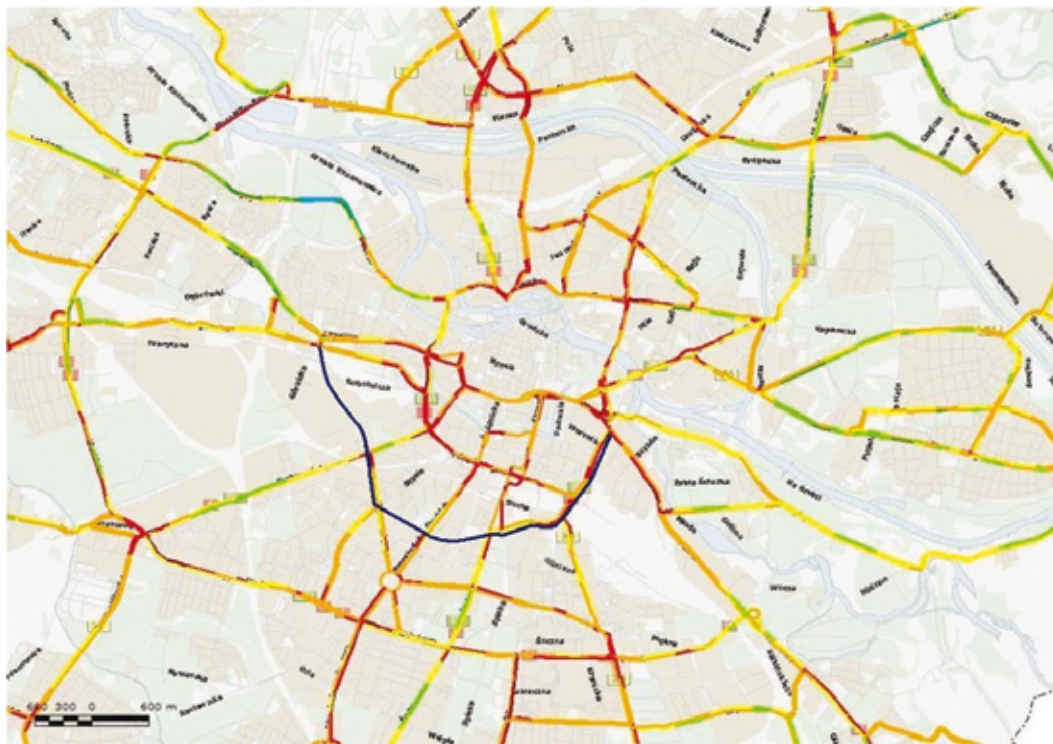
(DSR)

- > The City of Wrocław has been facing heavy traffic problems, especially in the inner city and on the inner city ring. Not only it is a problem of everyday commuting, but also for transit that uses the downtown street system. Therefore, the municipality planned to build a southern downtown ring that connects Plac Społeczny in the east to the new development area in the west. This road is believed to change the existing situation, to release the city centre from transit traffic, and to reduce congestion and pollution in the old town.
- > The current proposal for the Downtown Southern Route (DSR) consists of a high-capacity six-eight lane ring road, which will be made up from existing and readapted streets, as well as completely new road connections. The proposed route is to run south of the Old Town, connecting Kazimierza Pułaskiego with Poznańska and thereby creating a high-capacity on the edge of the inner city. It is important to note that the proposed planning area is one of the most congested in the city where traffic flows at an average speed 20-30 km/h and are often interrupted.

Fig. 1 shows the location of this proposed link, as well as the average car speeds of Wrocław's streets during morning rush hour (using a scale in which red represents the slowest-moving cars and green the fastest-moving).

The site is characterised by two different types of urban fabric. The eastern part is dominated by old housing blocks alongside the existing roadway. The building structure is dominated by inner court yards, and some of them are used as allotments. Ground floors are generally occupied by small businesses while the upper floors are used for housing. Most of the buildings are in bad condition and in need of renovation. A mix of industrial (petrol station), infrastructural (bus terminal and railway bridge), commercial (used-car dealerships) and cultural/educational elements (church, university) creates a vibrant and busy atmosphere.

By contrast, the western area is predominantly a residential area, characterised by large scale post-war housing blocks, arranged in a strict geometrical grid, facing north-east/south west with wasted open spaces located in between. Most of the building blocks contain 10 storeys and two very tall buildings along the Powstańców Śląskich form an impressive gateway. The only two retail establishments are a supermarket in the centre of the estate and a market on its eastern edge. Both supply the area with products needed on a daily basis and function as important meeting points for local residents. The open spaces between the blocks are badly managed, many are neglected and not used to their full potential as recreational areas. An extensive network of informal trails is used for shortcuts and by people walking their dogs.



1. Average car speeds of Wrocław's streets during morning rush hour (using a scale in which red represents the slowest-moving cars and green the fastest-moving. The proposed ringroad is in dark blue.

source:
www.targeo.pl

- > The interface between the two areas is a green space extension of the Park W. Andersa into a northern direction, recognised in the Development Framework of the city, as an important environmental link from the outskirts into the city. Within this south-northern green corridor lies the water fun park 'Park Wodny'. But the entire green link between them is cut off and isolated by Dyrekcyjna street, a large road which includes tramway tracks. With the new proposed road link through the post-war housing estate, this junction will become a very busy traffic hub, connecting the ring road with one of the main roads into a southern direction.
 - > The existing magnets (hospital, university, supermarket, regional bus station) are accessed by a network of subordinated streets which link the dense residential areas in the western part of the development site to the main roads while local access streets lead to residential buildings and parking areas.
- Shortage of parking spaces is common to both areas. Parking lots are provided next to the bus station, the super market and along residential streets in nearby surroundings. However, cars park anywhere along the road and in adjoining open areas, transforming green spaces into informal parking areas.

DSR ACCESS OVER SPEED



YAPRAK HAS, SILVIA MARCHESI, IZABELA OSTATEK
JOSE REIS, MONICA ROMANYK, MICHELLE SOFGE

THE NEW LINK – AN ‘URBAN AVENUE’

- > The aim of the ring road on the edge of the inner city is to reduce pressure from car traffic in the city centre. Building a road with high car capacity seems to defeat this purpose, as it has been well-documented that increasing motor capacity leads eventually to an increase in car use. Besides congestion, a car-oriented route carries many other negative factors, noise, air pollution, ugliness and the creation of unpleasant, unsafe surroundings. The road itself would present a huge obstacle to pedestrians and would divide the city further.
- > The challenge is to provide a link between the two ends of the city, in such a way that traffic is actually reduced in the long term and that the route serves as a link rather than a barrier. The central location of this link in an area with relatively high density and close to the city's inner core, led us to design this link not as a high capacity motor road, but as a multi-modal ‘urban avenue’.

Our ‘urban avenue’ would combine car traffic with 2x2 lanes alongside other transport modes. Its layout would include separate lanes for cars, trams and bicycles, as well as wide sidewalks with trees and green spaces.

Future re-adaptation of a road designated for multi-modal transport is assured. Positioning the tram line near the pedestrian sidewalk, as opposed to the middle lane of traffic, prioritises public transport by facilitating access to it. A mobility study should show the best moment to introduce the tram line. Frequent pedestrian crosswalks are essential to increase their mobility and prevent the avenue from becoming a north-south barrier of the city. Such an avenue would reconcile the current car mobility needs with the use of more sustainable transport modes. Quality of life in the surrounding neighbourhoods would not be compromised by such an avenue, as its infrastructure and accessibility would improve their conditions, together with new public spaces and activities, and aesthetic enhancement due to regeneration.

MAIN CHALLENGES

The proposed DSR avenue will be composed of redesigned existing streets, improved areas, and completely new sections. The six segments would require different approaches, ranging from simple interventions and traffic reorganisation to expropriation and demolition of buildings to accommodate trams and cycle lanes. The new stretches would need planning, consultation and changes in the neighbouring fabric.

SAMPLE SECTION

We made proposals for a section which includes the construction of a new avenue, the redesign of an existing avenue and the treatment of several critical points along it, such as a railway underpass.

Four modes of transportation, all necessary, are competing for the same space. The width of the passage is most likely too narrow to include all the desired transport modes, the proposed tram causing the most problems. We thus have to accept an undesirable underground passage for cars to reserve the existing space below the viaduct to public transport and non-motorised traffic. However, improved lighting and small stalls could turn the passage into a lively area protected from natural elements.

The construction of the new avenue would require careful relocation of the traditional street market to retain its informal character and unique spirit. It is essential to retain as many open spaces as possible

and to design the route to create opportunities for the surrounding neighbourhoods while preserving privacy of residential areas.

MAGNETS

- > Our proposed route will affect major magnets in the wider area. They include a central bus and train station, linked by our avenue to the business centre under construction, a major magnet which will serve as an administrative and commercial hub, adjacent to a protected area. The avenue will therefore not only connect the eastern and western edges of the city, but also improve people’s accessibility to the major nodes of this particular area.

SPATIAL DEVELOPMENT FRAMEWORK

- > We proposed masterplan for the avenue and its surroundings. Besides proposals for reuse of heritage buildings such as the old railway school, we propose new functional facilities for each sub-regional core, connected to existing open green spaces to provide a pleasant and pedestrian friendly environment. We also redesigned the roads within the neighbourhoods to increase residents’ accessibility.
- > Details are proposed for the most important junctions in the area: entrance to the area with new street market leading to the railway station; transition from the main avenue to the secondary neighbourhood road network with pedestrian paths and bicycle lanes; at city-scale level, the business centre, shopping mall, neighbourhood market and specialist facilities, with parking availability and pedestrian access to the main square.

CONCLUSION

Planners and urban developers have always aimed to satisfy the travel needs of inhabitants by increasing mobility through fast underground transport systems or high-capacity motor roads. Sustainability, displeasure with the aesthetics of car based neighbourhoods, and the knowledge that increased road capacity has no long term benefits changed this approach to accessibility which reduces travel demand. Promoting compact, mixed-use urban patterns would shorten the distance between points in a city, thereby increasing accessibility without requiring considerable increase of mobility infrastructure.

We therefore seek ways of solving the mobility problem in Wrocław which do not require the construction of a high-capacity road inside an urban centre and propose an urban avenue with pedestrian access and capacity for various modes of public transport. The redesign of the various sections will create a real link between the eastern and western edges of the city which will increase the connections between different neighbourhoods rather than function as a barrier, and which will accommodate various modes of transport, instead of merely serve to increase car use and dependency.

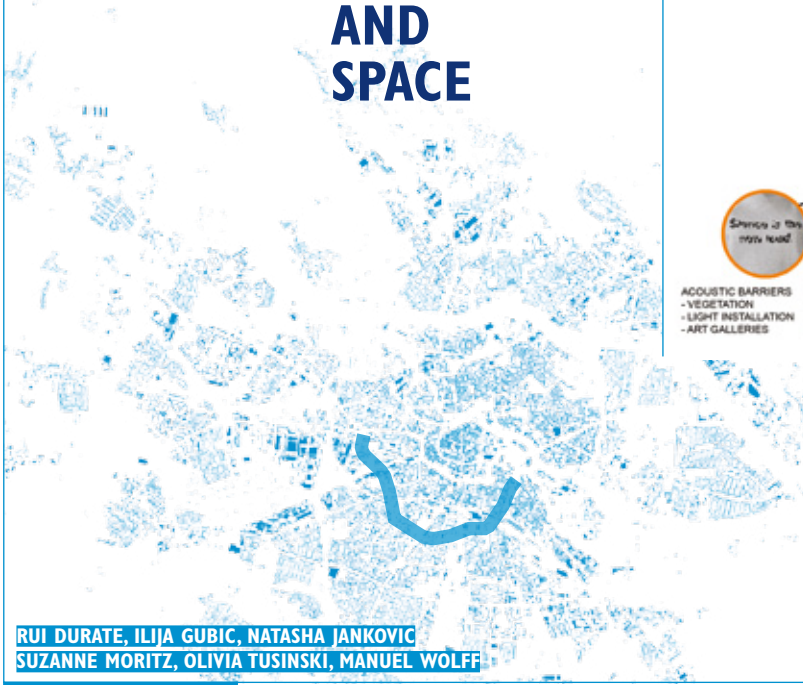


DSR – critical points
 based on Google Maps

PART 2

GROUP 2

DSR
SOUND
AND
SPACE



RUI DURATE, ILIJA GUBIC, NATASHA JANKOVIC
SUZANNE MORITZ, OLIVIA TUSINSKI, MANUEL WOLFF



pollution has significant negative impacts. Most affected areas are around 'pulling magnets' like retail malls and the bus terminal. Noise is also related to disorderly areas.

By contrast some areas within the site contain rather pleasant sounds: school children, vibrant markets, birds in trees, music and church bells. Our proposal is to strengthen these sounds and reintroduce them to areas which are dominated by traffic noise. Different spaces can be connected by different sounds and may encourage people to use and explore their environment further. Our sound concept is not to fight the noise of the ring road but rather to incorporate it.

DYNAMICS

We identified three different dynamic dimensions. One relates to traffic and parking lots. It is ruled by every-day life, mainly depending on working hours. Although regulated by traffic lights, the rush-hour follows a specific dynamic pattern. Another dynamic is reflected by the people themselves, when going to the local supermarket on a specific day at a specific time. When dynamic patterns of people are similar, some places can serve as meeting points for which connections play a major role, like the local market. The third dynamic is linked to the environment. Existing green spaces and corridors serve as habitats for animals and plants, but there is room for improvement. All three dynamics have different sounds associated with them. Cars move in a higher frequency than people walk from one place to another. Green areas are highly dependent on seasons and weather conditions while providing spaces for interaction as well as environmental benefits.

What matters for planning is not each single area and its respective dynamic pattern, but the crossing points between them. Areas with the highest potential of interaction contain the highest risk of possible conflicts between different users. The main task is to manage such connection points carefully to prevent negative effects and to provide a balanced structure among them.

NOISE IN SPACE

“What? What did you say? I can't hear you. Please repeat!” Wrocław's downtown road is an example for such a statement. The city planned the new ring road (DSR) to remove traffic from the inner city and connect the eastern inner city with the west, partly on existing congested roads, partly on new segments which will increase noise levels. How do people deal with noise in daily life? How does traffic noise influence the use of adjoining spaces? Our proposal concentrates on noise and how to treat sound as a positive feature of spatial strategies.

> Will the ring road become an insuperable divide of the urban fabric and communities, including through noise, or could it become an opportunity to improve the quality of spaces alongside? Traffic noise is disturbing older housing along the road in the east and travels through neglected open spaces between tower blocks to affect low rise housing in the west. Traffic noise is overpowering many different sounds: conversations between people, church bells, rock music from garages along the road. Conversely, green spaces further apart are rather calm where voices of people can be heard and even animals.

'SOUND AND SPACE' CONCEPT

> People associate emotions and feelings with sounds. Sounds assist orientation and form part of experiencing spaces. Recordings taken along the proposed new bypass illustrate the characteristics of adjacent spaces and their dynamics. The sound of street traffic is dominant and leads to a negative perception of noise. During rush hours noise

> Increased traffic on the new road will reinforce the current noise problems which will have adverse effects on the environment and require coordinated spatial planning. Using sound as an instrument may assist better integration between the road and the surrounding areas. Redevelopment consists of rearranging specific areas and contributing new elements. For example, green spaces and corridors are not just an environmental habitat for plants and animals, or a contribution to environmental protection. With incorporated cycle and foot paths they establish linkages for people. In addition, they accommodate specific elements for human interaction, like playgrounds, sport areas, exhibitions, events and meeting points. Both elements and whole areas can be enhanced with vegetation as acoustic barriers, or lighting, to increase quality of the urban environment and quality of life.

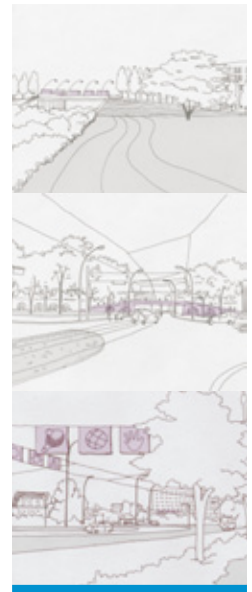
MASTER PLAN – COMPOSITION

- > Our 'sound&space' concept will connect, gather and guide users, as well as making them aware of their surrounding sound environment. This is reflected in the design of the boulevard and its surrounding areas.
- > The ring road is conceived as a boulevard with tramway tracks located between the road lanes. Tree lines on either side separate cars from bicycles, increase security and absorb traffic noise. A strip of shrubs between the pedestrians and the cyclists facilitates on-site rainwater infiltration and improves the quality of the boulevard overall. Existing scattered green areas are connected into a continuous well maintained corridor equipped

with street furniture which will improve the microclimate along the new road. Connected to the north south green corridor, it will encourage wider recreational use. New cross connections include a pedestrian overpass with space for noisy practice under the arches; a flyover accessed by tree lined ramps near the market which can expand over the bridge; and a new underground car park to return spaces with wild parking to green uses.

SOUND

People will be involved with sound from the construction stage onwards. Recorded sounds will be played and awareness raising features projected on screens, some put up as sound barriers against road traffic noise. Signs will be used and other means of communication where noise is overpowering to facilitate the use of the new road to the advantage of local people. This original use of sound will give the entire area something unique and contemporary which will enrich the living conditions of the local inhabitants and attract people from all over Wroclaw, even tourists.



Design proposals



Different spaces and sounds

Proposed sound and spaces



USING MOBILITY TO RESTRUCTURE URBAN FABRIC



ADRIANNA SILVA BARBOSA, KONRAD JANOWSKI, AGNIESZKA JURECKA
AARON MO, GIORDANO MUCCIO, SAMI STAGOVA

MOBILITY AS A PLANNING ISSUE

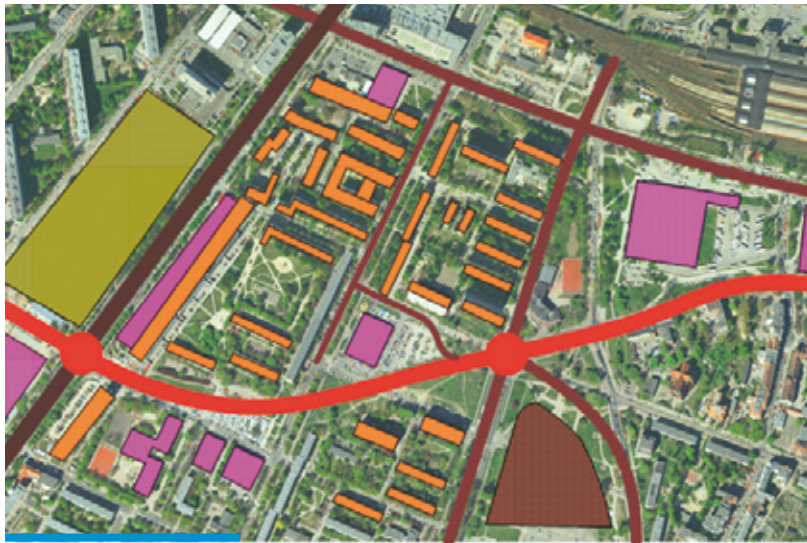
- > Aware that the City of Wrocław is facing serious traffic problems, especially on the inner city ring due to commuting and east-west transit traffic, the group undertook a critical assessment of the solution put forward by the city to build a relief ring road at the edge of the inner city to divert this traffic and facilitate connection with the radial system and a planned outer ring for through traffic in the future.
- > The planned eight lane southern downtown ring (DSR) connecting the eastern inner city to the new development area in the west was considered too ambitious, short-sighted and unsustainable. The experience of European cities has shown, that providing more high speed roads in the city centre results in even more traffic congestion and encourages the use of cars.
- > From a spatial development point of view the questions asked were whether the proposed road is necessary, what it should look like, what capacity it should have, who should have priority,

who will use it, whether it would fit in with the existing radial road pattern and, most importantly, whether the development of Wrocław should be so car-oriented. Other issues were also considered essential, such as whether the growth of the city is justifying such an investment?

METROPOLITAN CONTEXT FOR THE URBAN DESIGN PROPOSAL

With those issues in mind we decided to focus on a specific section of the future road, between the coach station and the new high rise building, 'Sky Tower', currently under construction, located near one of the main axis of the city. This part of the road needs to be fully designed, as it does not exist at the moment. Its development will result in the disappearance of the local market, cutting the neighbourhood in two halves, creating big intersections and dividing the inner city. This area has been selected to accommodate a road with higher capacity, because it seems necessary to assist the distribution of traffic throughout the city in this location.

Nevertheless, the highway character which the municipality has conceived for its road scheme is not considered favourable to the city. A more integrated mobility scheme would establish a closer connection between the inner core ring road and the proposed bypass between the inner city and the wider urban fabric. Sharing commuters' traffic demand equitably would give both rings the opportunity to realise a sustainable solution for car traffic while creating a liveable environment for a wide variety of other road users. Such a solution would also help attenuate the divisive effect of both these roads which are cutting deeply into the existing urban fabric, hampering cross movements and segregating the neighbourhoods from each other on opposite sides of these roads. This would involve wider urban regeneration, especially for the DSR where intervention due to road widening and completion of missing segments would bring about substantial transformations. Undertaking sustainable improvements and upgrading of the surrounding neighbourhoods could alleviate the current traffic blight of this area and create a liveable and desirable urban environment. Such a strategy should retain rather than displace the existing inhabitants and therefore alleviate pressure of urban sprawl, already noticeable in Wrocław, even beyond its large administrative boundaries.



Urban design proposal
 based on Google Maps

- NEW INNER RINGROAD** 
- NEW JUNCTIONS** 
- EXISTING ROADS** 
- NEW BAZAR** 
- NEW OTHER INVESTMENTS** 
- HOUSING** 
- BUSINESS AND OTHER FACILITIES** 

Our wider spatial considerations have influenced our proposal for a specific section of the DSR which we see as part of a metropolitan mobility strategy. In particular, we identified 'pulling magnets' of citywide importance which contribute to the generation of traffic on these two ring roads. They range from the central historic market square, one of the most popular department stores, other key cultural institutions such as museums, the opera, municipal buildings located on one of the major north south radials which intersects with both ring roads. The main railway station is another attractor, together with other destinations such as a large scale high density housing estate, and the massive commercial tower complex under construction. This analysis enabled the team to identify which orbital segments were most needed, especially on the DSR, and which crossing points would offer the greatest potential for new dense development along the DSR.

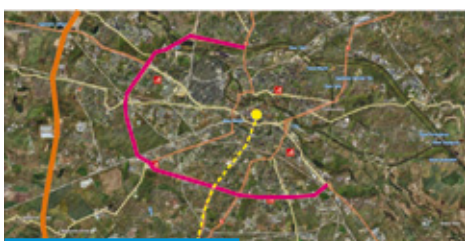


Detailed masterplan

Much attention was put into pedestrian movements, identifying likely destinations including for multipurpose trips while taking into account distances suitable for pedestrians. Favourable connection points were identified between the city scale road network and the neighbourhood road system to locate attractive activities at such intersections, including public transport interchanges and stops.

The urban design of the 'Sky Tower' junction was inspired by Atkins transformation of Oxford Circus, which has given priority to pedestrian movements over all other transportation modes and has been very successful to retain shopping in this main artery accessible mainly by public transport.

The main functions of DSR have been revisited. Our proposal is to shift the emphasis from a heavy transport through traffic route to an urban multimodal link. It would foster connections at all levels by linking wider parts of the city with neighbourhoods, trigger urban regeneration alongside it and valorise nodal points by establishing magnets and public spaces to attract new life and improve the overall quality of the ring road.



City
 based on www.zumi.pl



District
 based on www.zumi.pl



Local
 based on www.zumi.pl

MECHANISMS FOR SUPPORTING INVESTMENT AND RENEWAL OF URBAN CORES. REGENERATION OR NEW QUALITY?

RICHARD HAMILTON IRELAND

One of the great challenges in planning is the integration of policy set out in development plans, with the implementation mechanisms that achieve the goals. It is indeed a paradox of planning that after years of intensive work and consultation, we hand the physical realisation of that plan over to others to achieve. This is particularly the case in the traditional centres of towns and cities. They are complex, multi-layered places; physically, socially, economically and politically; a rich tapestry of culture, heritage, architecture, activity and business that is so characteristic of 'real' urbanism. However, it is this diversity and legacy that makes urban cores challenging and often undesirable locations for simplistic planning, development and investment models¹. Comprehensive redevelopment and regeneration inevitably changes urban character because it must reconstruct and densify to enhance values. This paper considers some alternative bottom-up public-private partnership mechanisms that support the investment and renewal of the urban fabric to enhance value through multiple minor interventions and initiatives: Business Improvement Districts (BIDs) and Landlord-led renewal.

¹ This is discussed with some eloquence in Jacobs (1961), Chapter 22.

² Reference is made to sustainable development as a concept defined in Brundtland's Report (1987).

URBAN CORES AND REGENERATION STRATEGIES

- > Planning as a profession generally considers the continuity of the traditional core area of towns as intrinsic to the concept of sustainable development². It is broadly accepted that the heritage of buildings and spaces of the past play a meaningful role in the present and future development of towns and cities. We can point to Paris, Madrid or Copenhagen as successful cities that set a high bench-mark for our ambitions – vibrant, diverse, thriving urban cores that function at the heart of society, politics and culture.

European cities and towns never completely turned their backs on their traditional centres as occurred in the USA. In Europe we are fortunate to have more of an affinity with the city. This does not mean that we are not subject to the same market forces or vulnerable to vagaries of modernist architecture and planning. Outside of their showcase market squares and streets, many cities and towns are not in such good shape. Trends in suburban development (resulting from particular planning, architecture and engineering practices) in the last three to four decades (less in the transition countries) have undermined the primacy of the town centre through a prolonged transfusion of key functions from the urban core.

The breakdown in traditional urbanist development practices entailed the removal of residential, shopping and commercial uses to suburban mono-use zones, ensuring that millions of euro that could be spent on redevelopment and renewal of the urban core was, and continues to be lost to the periphery. While residential suburbanisation originally supported the primacy of the city and town centre, the decampment of business and retail from the core, has had a cumulative and comprehensive impact. Ubiquitous shopping in particular has presented a huge challenge to the function of urban streets to replace lost trade.

Planning policy and development plans do not openly proclaim suburban agendas in their vision or intent. However, they have not proved to be sufficiently robust to limit suburban expansion, or provide such measures to support town centre business districts and shopping cores. While ambitions and aspirations reference great European cities with vibrant street cultures, in reality sprawl is accommodated and most towns and cities are losing investment.

This represents a 'vicious circle' of decline. The loss of investment in the town centres and the parallel investment in the suburbs reinforces car based mobility which is more readily accommodated in suburban road systems. The establishment of major shopping mall complexes means that

expenditure and footfall (a key indicator for retail investors) in the town centre declines. Vacant shop units reflect an unhealthy tenant mix and retail offer, which encourages town centre retailers to follow their customers out from the core. With this, the town centre loses its attractiveness, a portion of its tax base and major investment is effectively suspended.

- > The response to the suburbanisation process has varied over time. The first can be termed 'Auto accommodation' (Mitchell, 2008). This is where cities and towns are changed to facilitate the car; bigger and faster roads are created to efficiently carry the population into and out of the city. This entails the destruction of blocks, buildings, the loss of grain and fabric, and the removal of small and traditional businesses. It also generates an insatiable demand for parking within the city. An evolution of this was the separation (Radburn) and grade segregation of cars and pedestrians (as advocated by Buchanan, 1963). City centre malls have been developed in most cities throughout the world. They deliver the exact same product as the suburban original, but are more difficult and expensive to get to. They demand mega-finance for mega-schemes, involving large scale site assembly, loss of fabric, communities, and generally don't engage with adjoining streets. Office centres are a similar beast to provide for commercial development.
- > Tax incentives and public private partnerships, which both utilise public capital or incentives to leverage private sector investment have been the method of choice for such comprehensive schemes. Financial instruments for area based initiatives are seeking comprehensive regeneration of city centre sites, or redundant industrial complexes. This is pump-priming on a massive scale. This is a different approach from those of BIDs (Mitchell, 2008):



'With few exceptions, the well intentioned comprehensive solutions to the problems confronting city places did not work as well as expected. BIDs take a different tack. BIDs turn away from governmental solutions and toward cooperative public-private forms of service delivery, but without hiding the fact that it is the self-interest of the member businesses that give the BID its impetus. BIDs are less concerned with comprehensive rational redevelopment plans and civic white elephants (like convention centres and big malls) and more concerned with piecemeal solutions that attempt to improve the small things in cities.'

Aside from considering the character, and impact on urban areas that suburban expansion, and area regeneration has delivered, there is an economic imperative as well. In a strong economy local government needs only manage growth and direct investment and development to the right places. The Public Private Partnership (PPP) model works well under economic growth as it allows private investors to have some confidence that the risk they take on is rewarded through a positive return over time. However, in a depressed market, PPP finds infrastructure a much more comfortable field in which to operate (Dubben, Williams, 2009).

The current recession which was markedly announced in September 2008 with the collapse of Lehman Bros. in New York and the banking crisis that followed has greatly undermined the potential for large-scale comprehensive regeneration projects, and in particular PPP schemes. National governments are making significant cut-backs in public expenditure to recover capital being borrowed to stabilise financial institutions. The development market has collapsed throughout Europe and North America. So there is no market incentive for private developers to build, there are few financial institutions with credible lending power, and those with capital available find development and construction a far from tempting field in which to invest (Dubben, Williams, 2009). Tax incentives have been used extensively by governments before to encourage development of depressed areas, and have been very effective (Dubben & Williams, 2009). However, the use of tax exemptions are coming under increased scrutiny at a European level. Therefore, the macro-economic context that has traditionally enabled regeneration to occur has changed dramatically since 2008. This has greatly undermined the capacity of cities to adapt, or be proactive.

Cities are faced with stark choices. Retail vacancy rates on high streets in Ireland and Britain typically stand at 15% to 20%. The perfect storm of recession and competition from the shopping malls is putting towns out of business. Urban centres need

to recognise the challenges they face, and have the capacity to respond in an autonomous and co-ordinated manner.

- > But how can cities and towns support and build upon the services and profile that exists without resorting to multi-million redevelopment projects? Traditionally, public investment and innovation has been at the heart of regeneration and renewal processes. Significant public projects and incentives have yielded significant benefits for private property, and service providers without their collective input. It is interesting to consider how municipalities can or should recapture the value they have created. One approach is to invest in the public domain, through environmental improvements to streets and public spaces, in the expectation that this will benefit properties adjoining such linear interventions. Yet again, this involves significant public monies to leverage such works.
- > In this respect it is useful to think of the town beyond typical development and investor scenarios. **TWO APPROACHES** are considered:

BUSINESS IMPROVEMENT DISTRICTS, AND LANDLORD-LED RENEWAL.

- > These approaches to town and city centre renewal are autonomous, and bottom-up in nature, led by players who are not typically involved in leading urban change: the local business community and landlords. Both can have a huge influence on urban areas, which when captured can have a positive effect on the urban core.

BUSINESS IMPROVEMENT DISTRICTS (BIDS)

- > Business Improvement Districts (BIDs) are an interesting and widely used model of urban revitalisation. Whereas PPP relies on private capital supporting a single consortium or project, or environmental improvement works are dependent on state/local government support, BIDs generate revenue from the existing commercial rates base,

and citizens. BIDs provide an additional and separate revenue stream to municipalities, to address shortfalls in local government support or state intervention. BIDs also care about the existing fabric of the urban core, and making it more attractive for business. By focusing on existing assets, above comprehensive regeneration, BIDs bring our attention to the level of the street. In essence (Mitchell, 2008) *'BIDs are an innovation intended to improve the conditions of city places by taking care of the small things that make up the larger picture.'*

'BIDs proceed from the assumption that small-scale planning is more sensitive to community needs than city broad-based land clearance and large scale redevelopment projects. Second, BIDs contradict suburban development and draw substance from the critique of suburban life and the popularity of growth management policies. Third, BIDs are part of a philosophy that administrative fragmentation helps rather than hinders the modern city. Fourth, BIDs are linked to the economic development policy mania in American cities and to the conviction that the public interest is best advanced through the entrepreneurial activities of public-private partnership.'

Urban centres are complex places with a plethora of uses, ownerships and interests. BIDs effectively provide a legal vehicle to bring all parties together, to act through an incorporated company to improve the business area, and to make it more attractive, competitive and valuable to the benefit of all. But isn't this the role of local government? Why leave something as important as the condition of, and attractiveness of urban centres to private sector interests whose only motivation is achieving a return for their own businesses from the investment?

There are two issues here. Firstly, local governments through departmental organisation and hierarchy are simply not set-up to administer at the street or neighbourhood level, or consider that they have a role in supporting their commercial rate payers at such a micro scale. Jane Jacobs (1961) in her



critique of big metropolitan governance and the departmental nature of local authorities stated:

“*If great cities can learn to administer, co-ordinate and plan in terms of administrative districts at understandable scale, we may become competent as a society, to deal with those crazy quilts of government and administration in the greater metropolitan areas.*”

> Andres Duany (Duany *et al.*, 2010) noted in the Smart Growth Manual:

“*Local planning suffers because governance rarely operates at the scale of the neighbourhood or the block. Just as there is a hierarchy of physical structure – from the metropolis to the neighbourhood to the block – there is a need for a corresponding hierarchy of governance. The frustration that some citizens feel toward their municipal administration arises when these government entities do not correspond to the scale of the people’s concerns.*”

> BIDs generate revenue by taking a percentage (normally additional) of the rates paid to the local authority. The establishment of a BID requires that the rate payers agree by plebiscite vote in favour of the additional levy. This creates a BID company, which normally has a 5 year term in which to establish itself and yield results, or risk non-renewal.

> The BID concept evolved in Canada and the USA over the last 20 years as a response to the decline of downtown areas, under a system of light local government and minimum state intervention. Today, there are over 1,000 BIDs in America. In New York alone there are 57, and in Los Angeles there are approximately 32. The diversity in the scale and scope of the BIDs is enormous, ranging from small Business Parks with annual revenues of \$20,000 up to major city centre schemes such as the Times Square BID with an annual revenue of some \$6,000,000. In the UK there are approximately 68 BIDs (<http://www.ukbids.org>) with 17 in London, with revenues ranging from £2,500,000 to £40,000 (<http://www.londonbids.co.uk/bid-information.html>). In Ireland, Dublin city centre has recently established a BID with an annual revenue of approx. €3,000,000 (<http://www.dublincitybid.ie>).

The work BIDs undertake range from chewing gum removal to capital improvement works and public transport services (Feenan, Feit, 2006). However, perhaps more important is the fact that a BID establishes a stable, transparent and mandated company which supports the interests of the urban core area. While other approaches seek to utilise influence and partnership, a BID company also has a legal mechanism to underpin and manage progress. Compare the urban core to a shopping mall. The shopping mall has a full time management team that controls everything that occurs within that space; the tenants, rents, where particular stores are located, parking, cleanliness and maintenance and marketing. The town centre attempts to do the same thing, but with a multiplicity of characters and interests, generally pulling in different directions. Of course a BID doesn’t gain power over property, but does provide a legal framework in which to engage in town centre management.

Every BID is a separate entity, with its own specific aims and objectives that reflect its location, challenges, management and membership. Not all are successful or have dramatic impacts, but it is telling that the vast majority are renewed.

THERE ARE 7 MAIN AREAS THAT BID COMPANIES ENGAGE IN (Mitchell, 2008):

Marketing: Generally known as place branding or marketing, this activity can range from tacky bumper-sticker slogans to slick advertising campaigns. However, to quote Aaron M. Renn (2010), *‘branding isn’t about tag lines, messaging, or talking points. Yes, there is an element of that and getting your message out. But branding starts with what’s on the inside not messages to the outside. It’s about values, authenticity, and what the real product (including heritage) and what a place aspires to. The marketing part just helps communicate that.’*

Cleaning and Maintenance: Street cleaning is perhaps something most readily associated with BIDs. However, it is a core activity for good reason. The street is the front face of

the town. If the pavement is dirty or poorly maintained it sends out a negative message about the place, that emanates a lack of care and pride. Considering the competition, and rethinking of the town as third space, that is comfortable and inviting, this attention to detail is extremely important.

Capital Improvement: BIDs have become involved in funding capital works such as public space improvements, tree planting, and landscaping often in association with public bodies as co-funders.

Safety and Security: People will not visit the urban core and its shopping and commercial streets, or live there if there is a perception that it is not safe. Town centres must be family friendly if people are to spend time there. Otherwise, parents will prefer that their kids go to the mall. Similarly, some cities with vibrant night lives may become disorderly or even violent late at night; so measures to address this – both day and night are pertinent in some towns and city centres.

Economic Development: Development agencies are typically not mandated to bring jobs or investment to a particular location in a region (i.e. the urban core). If a new business desires to locate in a campus style business park in the suburbs, then this is of little concern. Therefore, there is a particular role for BIDs to play in focussing economic development in their location. They need to address whether their district is equipped to address the needs of the market, and that the market knows about it.

Policy Advocacy: Town core regeneration needs a strong policy context to support. However, it also needs to ensure that the local authority and state support this policy in their actions and investments.

Community Development: BIDs have evolved, as have philanthropic objectives of businesses. Some BIDs have therefore become involved in programmes such as education initiatives or work experience schemes.

Of course BIDs have their critics. They have been labelled 'Malls without walls' (Minton, 2009) and of representing an invasion of public interest through the privatisation of open space. Place marketing is often regarded as a tacky or inappropriate device that insults the sense of genuine places. The journalist Anna Minton (2009) is a prominent critic in the UK:

'just like a shopping mall, from which the BID model was developed, the overriding aim is to become a profitable business... Treating the city as a private business, accountable to property developers and retailers rather than local electors, has huge implications for public life public culture and democracy. It creates places which are quite different from the British cities of the last 150 years, focused on revenue and commercial rather than innate value.'

To some extent these criticisms are justified, in that BIDs do operate to benefit the commercial occupiers of the town. Furthermore, the scope of work BIDs become involved in reflects that the product that commercial districts sell is entirely linked to healthy functioning of the town. To criticise place marketing is to turn a blind eye to the social and economic workings of society. We are saturated with advertising. Is London's West End, the London Eye or Buckingham Palace not a vital part of the city's offer? Through media and advertising these elements of London are spread around the world, but they remain relatively authentic.

Furthermore, if a city centre doesn't address the competition from the suburbs - the malls, business parks and housing – what will be left in the core? Are 20% to 30% vacancy levels acceptable or desirable (John Bowed quoted in Feenan, Feit, 2006)?

'A downtown is a living thing and it needs effort to survive. Considering the competition from the malls, I don't think a town can live today without a BID.'

Finally, with less investment and finance available, what are the key elements that will attract people and business to locate in the core? Good governance and an attractive environment. This is highlighted by recent research from the Harvard Business School (Glaeser, Kerr, 2010):



'There is much to be said for the strategy of focusing on the quality of life policies that can attract smart, entrepreneurial people. The best economic development strategy may be to attract smart people and get out of their way. This approach is particularly appealing because the down side is so low. What community ever screwed up by providing too much quality?'

- > The fact that BIDs are autonomous, and very much motivated by self-interest, which essentially seeks to get the maximum benefit from the existing investment is something that local authorities could recognise as a useful partner in delivering incremental change.

LANDLORD-LED RENEWAL – MARYLEBONE HIGH STREET, LONDON³

- > Good places don't just happen by themselves. Good governance has a significant and active influence on the urban area. But who governs what, and how much control do they have? The role of the landlord/property owner is completely overlooked in planning and renewal. The negative effect of an exploitive or disinterested landlord is very tangible. It is manifested in poor maintenance, neglect of facades and signage, planning blight (speculative site assembly), or rent-levels that only accommodate the highest rent yields to the detriment of good and desirable businesses. Property is long-term, slow and conservative in nature. Pension funds hold the freehold on properties in many key shopping streets, which are regarded as safe long-term investments. Such institutions have no interest outside the return on their portfolio. This is the normal predictable model. However, 20% vacancy and depreciating value, does not make sense as part of any business plan.
- > The role of the landlord can be very positive, and have an influence on the health of the urban core that surpasses typical property agents experience or expectations. A notable example of this is Marylebone High Street in central London. Over a period of over 10 years, the careful management of property on this street by the Howard de

Walden Estate has led to a 'repositioning' of the High Street, which has rejuvenated the street and the surrounding neighbourhood/community. Essentially, Marylebone is a study in micro-management of a street.

Marylebone High Street has won numerous awards including being voted London's favourite street by BBC Radio 4's listeners (in a survey commissioned by CABE – The Commission for Architecture and the Built Environment). In its inaugural year, the Estate won The Academy of Urbanism's top award for the best street project in Britain and Ireland. A recent rental survey confirmed that Marylebone High Street was one of only four High Streets in the United Kingdom where rents had advanced over the previous 12 months (Baynham, 2008).

The Howard de Walden Estate owns, manages and leases the majority of 92 acres of real estate, including some of the most beautiful Georgian Architecture in London, dating from a masterplan drawn up 1711. Marylebone is located only 800 m from Oxford Street; London's principal retailing street, featuring international multiple retailers and services. However, Marylebone High Street feels a world away from this.

Typical of many successful High Streets in Britain and Europe, it was a thriving community with independent shops, grocers, butchers and services. However, it lost its way in the 1960's and went into a gradual decline through the 1970s and 1980s towards collapse in the recession of the 1990s. In 1995 a third of all the shops were either vacant or occupied by temporary charity shops who paid no rent at all, but were only there to reduce rates liability. The estate describes this situation as desperate, but this is the level of retail vacancy on retail streets throughout the UK and Ireland, where 20% vacancy is becoming normal (<http://www.businessandleadership.com>).

The estate was motivated to take action, and adopted a unique strategy. The retail profile of the street (retail mix and location or particular types of units) was central to their renewal strategy. They sought to position a new anchor retailer

³ My thanks to Simon Baynham, Property Director and Jenny Edwards, Creative Director at the Howard de Walden Estates who gave up their time to meet me and give a tour of the area earlier this year (23/3/2010).

(supermarket) at the centre of the street to draw more people in from other areas. Great care was taken to choose the right retailer with the right profile/image above larger chains. In this case a company called Waitrose was chosen.

- > The landlord took a proactive and engaging role in site assembly to facilitate this key anchor. This included acquisition of a council property, and providing creative engineering solutions to developing a large floor plate within a Conservation Area, with some 30 units above. However, this and other issues were overcome as both the Estate and Westminster City Council, the local authority, were keen to see the revitalisation take place. The supermarket opened in 1999.
 - > At the end of the High Street, the Conran Shop (design, interiors and lifestyle) took on a derelict tyre depot site that had been empty for many years. This high quality second anchor provided a presence that created a reassurance needed to attract smaller retailers for the standard shops on the High Street. Conran opened in 1998. Over time the Estate has increased its control of the estate from 40% to 70%. This has allowed them to improve the quality of the small units. Uses such as photocopying shops and travel agents for example were offered alternative accommodation in side streets. Space was created for the injection of fresh retail ideas to the street.
 - > Control and possession of the units allowed the estate to address the quality of the space available. Small Victorian shops which were awkward in shape (typically 35 sq. m.) were extended to the rear, and their shape rationalised, so that in many situations the size of the unit was doubled and the street frontage and presence increased. This yielded larger, more open, economic and attractive retail accommodation.
 - > Tenant selection is a critical element of the formula. In the mid-1990s it would have been easy to fill the street with multiple coffee shops and ladies, fashion. While recognising scope for some of these uses, the estate specifically did not want them to dominate. The fundamental objective was to consider – what do the residents and local working population want on a day to day basis and what will make them visit this area as opposed to others? The estate wanted retailers who had a point of difference, were exclusive in terms of their merchandise but not price prohibitive so that they could service the needs of the majority of the community in the area (both resident and working). They wanted to create a friendly urban village which had a uniqueness whilst also recognising that the area was reasonably affluent.
- At the same time they took the view that not all of the street needed change or intervention. It remained important to look after the good elements. The Estate made a special effort to ensure that tenants such as an historic book store and patisserie were retained and offered reasonable lease terms.
- Simon Baynham, Property Director of the Howard de Walden Estate highlights that most retail agents were geared to doing deals with multiples and had no real understanding of what works for the small retailers, who they were, or what makes a street work.
- The Estate also organises a Summer Fayre once a year, when streets are closed to traffic, and some 30,000 people are attracted to the area. This event is an important showcase for the urban village. They have also introduced a farmers market on Sundays, and have turned the street from a 5 day a week trading destination to a 7 day offering.
- Marylebone High Street is not a pedestrianised zone. It is a heavily trafficked London street that has not had the benefit of any expensive environmental improvement schemes. However, it is a successful street. It is diverse, vibrant and a wonderful place to experience. This is down to the careful management of the Estate over a prolonged period, working to a particular vision of achieving an urban village core for living and working communities. The Howard de Walden Estate is not an altruistic or philanthropic organisation; what they have done makes commercial sense. They

now have no retail vacancy, they can attract higher rents, and they have created a more desirable neighbourhood overall, which brings in a higher return on residential rents.

- > Howard de Walden Estate and not Westminster Council have been the instigators of change. The revitalisation has been based on a common sense approach. Their recurring question is ‘**what do we need?**’ They have been proactive in adapting the traditional built fabric to modern needs. Not all tenants and locations are charged the same rent (just like a shopping centre) and all new prospective tenants are not held to the highest rent achieved. They have gone to the market and sought anchor tenants. They have supported what is good in the area, and innovated with new units and users.
- > A common response to this model is that it has only been achieved due to the Estate’s high level of control of property, but this is to miss the point. The important message is to learn from the methodology they have used to manage and effect change, with a vision of an urban village at the heart of it. There is no reason why any landlord or partnership of property owners cannot sign-up to a shared vision, with a common objective of improving the street to the benefit of all.

INCREMENTAL IMPLEMENTATION

- > The mechanisms discussed above are by no means the only innovative or alternative approaches to bring investment to urban cores. Tax Increment Financing (TIF) has been utilised in the United States, where large municipal projects are undertaken on the basis of being able to recoup the debt through a property tax. In Ireland, a similar innovation was achieved in a small rural town called Carlow, where a new arts centre was paid for by a one-off 15% hike in commercial rates for the town. An example of Asset Transfer was used in another town, Waterford, whereby a large well-known glass maker, with industrial premises on the edge of town, was given Council property in the town centre to use as visitor centre,

and attract a different profile of person to the town. There are many other financial instruments to explore as well as partnerships, such as co-operatives and issuing of shares.

These initiatives pose questions about how planners think about implementation at the micro-scale when making plans. Rather than thinking of the town core and development as construction, it is important to start to think in terms of value of the existing and how minor interventions can yield a broad impact. In this respect it is useful to think of the town not only in terms of its hardware – the physical fabric, but also the software – the meaning, value and perception of the place. Bottom-up initiatives engage with the town at the street level. Area initiatives, mega-schemes and mega-finance readily ignore the value of place. What really matters is a thorough understanding of its complexity to preserve and enhance traditional cores (Jacobs, 1961). It is important to analyse what the key factors are in an urban area that attract people to spend time there, and what puts people off.

IN TERMS OF HARDWARE WE MUST CONSIDER:

Quality of building stock. Architectural quality, durability of materials, standards of maintenance, signage and shop facades.

Internal space quality. Do commercial, retail and residential units serve the needs of the contemporary market and meet expectations? Do they afford visitors, users and residents the level of comfort required?

Horizontal Plane. This is filled with messages for people to read about places. It includes pavement materials and width, lighting, street furniture, street trees and public spaces. How is the fabric maintained, serviced and enhanced?

Cleanliness. A street may have the finest materials available, but if it is dirty and unkept such efforts are wasted.

IN TERMS OF SOFTWARE, THE TANGIBLE BUT NON-PHYSICAL FACTORS THAT INFLUENCE OUR EXPERIENCE AND PERCEPTION WE NEED TO CONSIDER:

Quality of offer. Services, retail, entertainment etc.

Autonomy, diversity and independence.

Is there the capacity and entrepreneurship to address issues at the micro level.

Tenant mix and location. Is there an identifiable and logical hierarchy of retail and services? Does the place have the right kind of anchor in the right location?

Third Space. Is the urban core multi-dimensional, is there an identifiable experience in the place where people can spend time without being consumers?

Supporting Services. People have expectations of places and services they find there, from ATM machines to public toilets.

Image and perception. Is there a clear understanding of the values and identity of the urban area, and is this communicated to the urban hinterland and outside world?

Culture. Urban cores are mixed use in nature. Culture and traditions that do not involve shopping or consuming are an intrinsic part of that offer.

Environmental quality. Do elements such as noise, smells and air quality, etc. detract from the experience of the urban realm?

It is the nature of cities to grow and develop through different cycles. There remains a need for large scale ambitious plans, and PPP models will continue to play a central role in that process. However, the mechanisms to deliver investment to urban cores discussed in this paper are not about regeneration in the traditional sense. They are led by the business communities seeking to improve the offer of the urban place through paying particular attention to micro factors that all play such an important part of the complexity of the urban core. They address incremental and incidental intervention that seeks to breathe new life into urban cores, and enable them to address the demands of modern society without comprehensive redevelopment and finance. It is about finding a new quality in 'regeneration'; it is about allowing places to adapt and prosper. <



RADIAL-CIRCULAR PARADIGM OF THE CITY: OLD-FASHIONED OR MODERN?

REFLECTIONS ON MOSCOW-WROCLAW STREET PATTERNS COMPARISON

FEDOR KUDRYAVTSEV RUSSIA

The focus of the EUSS workshop on plans to lay out a new avenue across quarters of mass produced housing in the southern part of Wrocław and to redevelop the Kazimierza Wielkiego street in the inner city happens to be the starting point of this article. The discussion on the reorganisation of the street network appeared surprisingly familiar to the Moscow planning agenda.

INTRODUCTION

> Very different by their size, population, history and culture the two cities share the same radial-circular typology of their street network. However the degree of its development is not the same – Wrocław has a much more intricate geometry of streets and its plan is not so straightforward as Moscow’s system of rings and radiuses (Fig.1).



Such similarity between so many different cities has attracted my attention and led to a small study on parallels of their evolution. I had no ambition to make a deep and comprehensive analysis of the history, urban development problems and future plans of Wrocław and Moscow. The study is only an attempt to indicate common features and tendencies inherent in the radial-circular plan system and to identify successful approaches to cope with common challenges relevant to that urban form. Therefore the comparison focuses mainly on historic and present day city maps, supplemented by some general data on Wrocław’s history which I managed to collect from the Internet.

My interest in the evolution of the radial-circular system in Wrocław was also strongly inspired by the long range history of failed efforts to find alternatives to the constantly growing dominance of this street network pattern in Moscow. Each of its three structure plans approved for implementation in the 20th century – in 1935, 1971 and 1999 – was trying to introduce distinctive elements from radiuses and orbitals. Yet none of them were implemented. Instead more rings were added or reconstructed to provide greater traffic capacity. The recognisable urban form of contemporary Moscow derives from its five existing semi-circular and circular trunk roads and two motorways in the city and its metropolitan area which people in Russia sometimes call ‘Lord of the Rings’. In fact while the city population has grown sevenfold during the last hundred years – from about 1,5 to 10,5 millions its spatial evolution was nothing but new rings and radial thoroughfares supported by several circular railways and, a radial-circular metro system.

It might indicate growing inertia either of the thinking of planners or of the street network system itself whose geometry is increasingly determining future changes. A juxtaposition with Wrocław was an opportunity to analyse this issue, to scrutinise the advantages and problems of each city due to their urban growth under the conditions of a radial-circular system and to discover experiences which they can learn from each other.

I. Moscow territorial growth and ring road development

HISTORIC PARALLELS AND CONTRAPOSITIONS

- > The street maps of Moscow and Wrocław show that their urban cores were not supposed initially to be part of a radial-circular urban form. Moscow's heart, the Kremlin has a triangular geometry of walls surrounded by an irregular system of squares and passages while the medieval core of Wrocław combines a rather regular orthogonal street pattern on the left bank of the Odra and an irregular one on the opposite side of the river, as well as on the river islands – its most ancient parts. Nevertheless the former finally gained a system where there are almost no other main streets but radial and circular ones and the latter is gradually increasing the significance of its circular thoroughfares.
- > The 'purity' of the radial-circular system of Moscow may look strictly determined by history and thus straightforward and inevitable like annual rings on a tree trunk. Conversely, Wrocław may seem to have just several bypass roads, thus leaving no room for a true comparison. However a sequence of recent changes in this city evidently leads to a new structure of main traffic routes. At the beginning of the 20th century only the remnants of the medieval fortifications were the remarkable exception of the linear character of the main streets crossing the inner city in east-west and north-south directions (Fig.2).
- > The current plan of Wrocław displays a much greater domination of radial and circular traffic routes. During the post-war period an internal ring was created in the city's central part.
- > A further one may be created soon as a combination of two already existing western bypasses and a new eastern one. A new road connection across residential blocks, as well as a new peripheral bypass under construction towards the 2012 football championship on the west of the city will continue that long-term tendency. Will it determine the future development of Wrocław for years ahead through adding more bypasses later and converting them into rings similar to the ones of Moscow? Or, in reverse, does the experience of Wrocław demonstrate the possibility to combine different street network systems which

Moscow could think about? In other words do contemporary Wrocław and Moscow show two different phases of an inertial development of a radial-circular system or alternative variants of its evolution and its role in the city structure?

In answer to these questions a simplified hypothesis of the evolution of the street plan of Wrocław was put together and compared with the history of Moscow's urban development. As the history of any ancient city is complicated being influenced by many geographic, political, economic and other circumstances and factors the study focuses only on the ones which have played an important role in the development of the radial-circular elements of the city plan. Therefore the stages of development described below may not exactly coincide with acknowledged historic periods.

Wrocław is older than the Russian capital. According to commonly accepted dates of the foundation the two cities they were established in 1000 and 1147 respectively although both already existed long before that. However due to past historic disturbances of Wrocław and probably its specific river geography the city's urban core on the southern side of the Odra has acquired its present form later in the 13th century when Wrocław became the capital of the Duchy of Silesia and subsequently obtained self-government rights. In turn, Moscow has become a capital of a small county at that time instead of a tiny border fortress and has started its long path of territorial growth. Both cities were burnt down by Mongols: Moscow – in 1238, Wrocław in 1241. Thus trends of urban evolution that shaped the two cities into their current urban forms started almost simultaneously which facilitates their comparison.

The two cities were founded as wooden fortifications on the confluence of two rivers (in the case of Wrocław it was two branches of the Odra). The starting point of Wrocław was the flat Ostrów Tumski island while Moscow's first settlement was situated at a high point 30 m above the river. According to archaeological excavations the first fortified boundary of the future Russian capital had



2. Prospective radial-circular routes development in Wrocław.
 Red - motorway bypass, orange - access roads, yellow - existing innercity ringroad, pink - planned segment of innercity ringroad.

a bulb-like shape that followed the topography of the hill top. A little later when the city expanded its fortifications it took a triangular shape more fitted to the geometry of the site and resembled the outline of the first settlement of Vratislavia – future Wrocław.

- > Thus, the ancient urban form of the cities were influenced by a common tradition of adapting settlements to the natural landscape to enhance their defence capacity. As both cities were part of the frontier defence was an important issue and determined the similar features of the city plans and positions.
- > Before radiuses or rings were established some distinctive characteristics of the future urban development were formed at that time due to their location. Strategically Wrocław occupied the crossings of two international medieval trade routes: to the north the Amber road leading north and the west-east route leading from the centre of Europe to Kiev Rus. It was a 'transit' town from the very beginning and that factor has strongly influenced the direction of city growth. As a result after building-up the area on Ostrów Tumski island the predominant vector of city growth was redirected southward where a new part of the city was established. Its new market square was placed right on the crossing of two main trade routes and the orientation of a new rectangular grid of streets followed their directions. Presently, the prevailing directions of transit traffic flows remain the same. Wrocław is still suffering from transit goods traffic crossing the city centre along a north-south axis which is associated with the east-west motorway several kilometres south of the centre.
- > Polycentrism of medieval Wrocław was another remarkable distinction of its urban core. It was a result of geography and complex relationships between municipal, state and religious authorities that were enhancing links across the river between the new urban core on the southern riverside while the old one on Ostrów Tumski island became the residence of a bishop in 1000.

Contrary to this main trade route, Moscow was linked to the river itself while the roads coming from the hinterland to the city were connecting it with villages or greater and older cities in neighbouring Kiev Rus (one of them considered to be a founder of Moscow). It became a prerequisite of a more radial character of incoming roads and further urban growth along these routes. However, originally, like in Wrocław, its main market – the Red Square today – was also a place where two routes were crossing. One of them followed the Moscow river. Later it gave way to more significant hinterland connections meeting at the market square and another route perpendicular to it that led to the only bridge over the Moscow river situated there.

Unlike Wrocław, the fortified core, the Kremlin of Moscow, had walls on the river side too and no roads were entering it directly from the main river. The main market was situated outside the fortifications due to the topography and probably also to the need of the economy for space beyond the city walls. That location made the centre easily accessible for residential areas which were located on both inside and outside the walls of the Kremlin. When in danger the inhabitants of the suburbs left their wooden dwellings and waited beyond the fortifications until it was over. Afterwards they returned back and rebuilt their homes. Thus, the main transit routes were not intersecting in the city core. This feature was later enhanced by the establishment of the tsars' metropolitan residences inside the city walls and by new markets alongside the walls on the outside accessible from different directions. In winter time a temporary fair on the frozen river linked all markets into one great 'shopping area' around the Kremlin, thereby constituting probably the first 'ring' of the city. As the only fortified part the Kremlin was concentrating the main administrative and religious complexes (Fig. 3).

Having started from a very similar, almost identical origin the two cities reached dissimilar urban forms soon afterwards, long before the introduction of the first radial-circular elements. Wrocław was

3. Moscow plan of 1520s by S. Gerbershtein. Coloured engraving from atlas printed in Cologne in 1575

source:
http://historic-cities.huji.ac.il/russia/moscow/maps/braun_hogenberg_il_47.html



planned to be connected to the hinterland into a polycentric system and its street pattern led the transit traffic across the city centre. Conversely, Moscow preserves an irregular street pattern with a tendency to enhance radial directions. Its triangular fortified core is adapted to the landscape accordingly to Russian tradition. It is monocentric with the main transit routes passing it by.

- > Towards the end of the 16th century the fortifications of medieval times were already completed both in Wrocław and Moscow indicating the limits to growth which the two cities had reached at that time (Fig.4 & 5).
- > The fortified belts which became the foundation of the radial-circular street network were significant elements of the urban structure, regardless of all the characteristics of the previous periods of development. Since its reorganisation on the southern bank of the Odra Wrocław seems to have been growing slowly, judging by the size of its new area outside the inner channel where the street pattern differs from the inner city part. However, until the end of the 16th century the city was outbidding Moscow with its pace of erecting surrounding walls. On the map of Wrocław the channel located at the place of today's Kazimierza Wielkiego street seems to be a moat of the previous fortified border of the city, outlining already at that time a new regular plan which probably dates back to the 13th century. What shaped the fortified inner city of Moscow can be related back to 1538 when the wall of the eastern Kitay-Gorod suburb was completed. Before that, the Kremlin was the sole stronghold surrounded by the suburbs that appeared already in the 14th century left outside the city fortifications.
- > Moscow has grown to a bigger scale than Wrocław and that led to the construction of new peripheral walls made of stone in 1586-1593 to encompass a new city area called White-town (Beliy-Gorod). This wall became the first true semi-circle of the city plan and shaped the limits of Moscow's spatial structure, very similarly to Wrocław's urban core on the southern Odra bank. Both cities have got

curved irregular lines of outer fortifications facing the hinterland which included an inner city and a less densely built-up peripheral belt separated by the old moat or channel (in Moscow the internal walls have been preserved while in Wrocław they seem to have been demolished). It is remarkable that in both cases the urban pattern of the central part was by no means radial, contrary to the periphery where the streets were drawn in more radial or diagonal directions, determined by the position of the gates in the external wall and the bridges. However, in Wrocław this trend was less marked due to its smaller size and fewer city gates on the southern border (probably for hydrographic or political reasons).

The enlarged urban core of Moscow became more polycentric. It included administrative and religious centres in the Kremlin and commercial installations and palaces of the aristocracy in Kitay-Gorod. Like in Wrocław a main market on Red Square was now inside the fortifications and the most important exit road leading to the north started from there. Inner city areas inside intermediate moats were comparable – about 1,0x0,8 km in Wrocław and approximately 1,2x1,4 km in Moscow. Broad easements separating walls from outer residential quarters were a special feature of Moscow that enhanced the circular elements of its plan. They were made for military purposes and to prevent the spreading of fires between different parts of the city. The radical step towards the radial-circular system was only taken at the very end of 16th century in Moscow when the first full circular wall around the whole city area was erected (1591-92). Its construction was a reaction to the raid of the Crimea Tatar king conducted upon Moscow who burnt down a suburb which had remained outside the White-city walls. It was 15 km long and made of timber. The new belt of the city area got the name of Earth-city. Since then Moscow became indeed very distinctive in terms of its radial-circular urban pattern unlike during previous times. The urban structures of the two cities had become distinctive again.



4. Map of Wrocław of the end of XVI century by Matthäusa Seuttera, based on a plan by M. Meriana

source: <http://www.oss.wroc.pl/dzialy/kartografia/kartografia.html>

5. Map of Moscow of the end of XVI century (so-called 'Peter's drawing')

source: Русское градостроительное искусство. Древнерусское градостроительство X-XV веков/ВНИИ теории архитектуры и градостроительства: Под. общ. ред. Н.Ф.Гуляницкого.-М.:Стройиздат, 1993.-392с.-с.246-247.

- > A majority of researchers consider the construction of the last ring of Moscow's fortifications as the final phase of the typical growth process of Russian medieval cities established on hills between two rivers, although Moscow is the only city which had truly reached that highest level. The juxtaposition of Moscow's development with the history of Wrocław which displays the same process of multiplying outer belts without concentric radial roads suggests an alternative hypothesis. The full circle wall could have been a result of a particular coincidence of historic circumstances. If an enemy raid had not occurred on Moscow its outer ring would not have been constructed which would have left open alternatives to the progressing radial-circular system. Conversely, Wrocław would probably have constructed a new ring of fortifications if it had gained the same size as Moscow at that time (about 1925 ha).
- > Despite their dissimilar history, culture and geography the driving forces of radial-circular elements during medieval times were common to both cities. There was a need to apply the most rational and economic form of external wall to reduce a costly length of fortifications. That principle was successfully applied to almost any initial form of city plan confirming its flexibility and adaptability. This period also displays some principles of radial-circular street patterns development that remains relevant today:
- Initially, circular walls were surrounding the city and later streets replacing them were connecting peripheral urban areas, such as the channel embankments in Wrocław where the Kazimierza Wielkiego street is located today.
 - The introduction of semi-circular and especially circular walls was changing the street patterns towards a more radial or diagonal character, due to the location of fewer external gates. With the increasing number of outer walls the probability of a radial character of the streets became higher.
 - The extension of the total city area was always a prerequisite of replicating circles or semi-circles on the city periphery.
- The further expansion of the radial-circular street pattern of the two cities was rather dissimilar up to the second half of the 19th century, although some changes were common. While all circular walls were demolished already at the turn of the 17th century in Moscow the outer ramparts and moats of Wrocław occupied a large portion of the city until the end of the 18th century (Fig. 6). Nevertheless the belt of fortifications did not impact on further urban expansion as a shift to a radial-circular pattern. The street network of the city continued to follow a grid pattern along prevailing east-west (today Olawska and Ruska streets) and south (today Świdnicka street) directions. Main streets were still intersecting at the old market square. The inner channel-moat was filled in and built-up which diminished its significance in the city plan. The area of external fortifications from medieval times were transformed into public green areas in which the role of transportation did not seem of great importance. Indeed it was not a radial-circular street system but ring like streets and parks inserted into the irregular grid of streets and subordinated to it.
- Unlike Wrocław, Moscow has produced a truly radial-circular system of main streets during medieval times and its role was enhanced by several reconstructions during the 18th century and at the beginning of the 19th century. The old walls of White and Earth towns were demolished like in many other European cities and transformed into Boulevard and Garden rings which became major promenades and traffic routes connecting different parts of the city. The ramparts (not walls) around the Kremlin and Kitay-Gorod built at the beginning of the 18th century, one century later, were transformed into a ring of main public squares of the city. The main radial streets and circles were architecturally accentuated and improved to form the true basis of the urban space. But while size and population of the city had grown dramatically no new circular roads were added. The extension of Moscow's periphery followed the directions of the main external transport connections to the north, east and south that made its plan less symmetrical.



6. Map of Wrocław dated by 1806

source:
<http://www.napoleon-series.org/images/military/maps/1806/breslau.jpg>

These trends stretched the overall urban area along the south-west and north-east directions which was fixed by the new border of the city established in 1742 through the construction of the 'Rampart of Kamer-Collegium'. It was not made for military purposes but as a customs border and remained the official city limit until the beginning of the 20th century (Fig. 7).

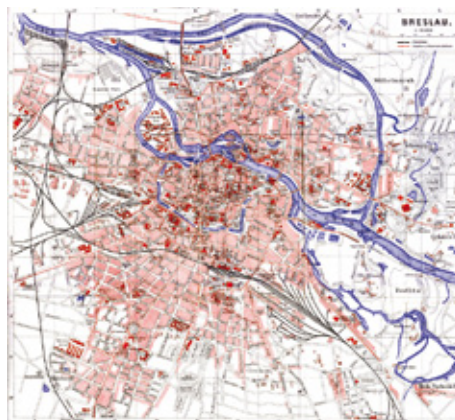
- > The industrial era turned both cities into important manufacturing centres and brought railways and tram lines as new features to urban life. Railway terminals were located around the historic urban core and concentrated on the periphery in both Wrocław and Moscow. As each city had several railway lines semi-circular connections between them followed soon afterwards. They constituted an increase of radial-circular elements of the city plan and were a prerequisite of further progress later. In Wrocław the semi-circular railway line surrounded the urban core from south to north via western suburbs, having continued probably by accident the city's medieval tradition (Fig.8).
- > All bypasses constructed later in Wrocław followed the same direction, including the road to the 2012 football championship stadium now under construction. Connections between radial railway lines were developed in Moscow in the same manner as in Wrocław, but additionally a special circular railway ring was constructed in 1903-08. Since then and until 1930 it was also used for passenger traffic. It was stretching to the north from the city centre alongside the prevailing sector of suburban growth of that time. In the 1930s that line became a new city limit (Fig.9).
- > A hundred years later a new motorway ring will be designed following this outline. In Wrocław prevailing routes of urban growth have slightly changed too, as it became a centre of radial incoming transport routes (Fig.10).
- > This position started to influence the directions of the street network grid in its periphery and formerly equal growth in all directions changed in favour of expanding along south-west north-east directions (Fig.11).



In spite of substantial increases in size and population, no new elements were added to the radial-circular street system in both cities since the end of the 16th century and up to the post-war period. This can be interpreted as an absence of need in Wrocław because its grid network was working efficiently, and in Moscow because the high flexibility of its system enabled existing trunk roads and rings to be constantly adapted to new conditions and scales.

The development of the radial-circular street pattern accelerated only during the second half of the 20th century in both cities. Many centuries after Wrocław had filled in the channel and demolished its medieval walls Moscow added again new circular roads. It can be assumed that the growth of car traffic became a driving force of the further development of the radial-circular street network. Approaches used in each city were different according to local conditions but in both cases they were used very persistently over time and again following the patterns of the Middle Ages. No doubt, urban planners had no intention to develop their city in the same way as centuries ago. Nevertheless, often real improvements took place following a geometry of their historic predecessors or making use of streets which had been created centuries ago.

The interpretation of the radial-circular street progress in Wrocław after the second world war is based on an analysis of street network alterations since 1943. This was possible due to retrospective data obtained by Google Earth software. It is likely that all up-to-date street reorganisations were done during communist times, except the Millennium Bridge extension. Three bypasses of its urban core from the south-west, inserted subsequently into the city plan from the centre to the periphery are currently shaping the radial-circular character of the city street network. Two of them used the footprint of the historic walls and ramparts which had remained 'dormant' as radial-circular elements during centuries. It seems as they were biding their time to be reused again.



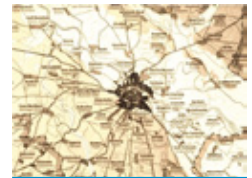
7. Moscow within limits of Kamer-Collegium rampart. Map of 1836

source:
<http://www.archeologia.ru/modules/gallery/displayimage.php?pid=1583&fullsize=1>



8. Map of Wrocław / Breslau. 1910

source:
http://www.lib.utexas.edu/maps/historical/baedeker_n_germany_1910/breslau_i_1910.jpg



10. Map of surroundings of Wrocław / Breslau. 1900

source:
<http://www.awesomestories.com/images/user/faa756cfb7.jpg>

9. Moscow within limits of circular railway line. 1930.

source:
http://www.etomesto.ru/img_map.php?id=24

11. Map of Wrocław / Breslau 1920.

source:
<http://www.kartenmeister.com/preview/map/images/BreslauStadtplan1920.jpg>

- > The first one was the Kazimierza Wielkiego street that has 'restored' the outline of the inner moat by demolishing the buildings erected on its place. It was possible to 'exclude' a part of the medieval centre from the system of transit routes unlike during all its history. It seems that the driving force of the reconstruction was not only that car traffic was exceeding the capacity of old streets, but also an intention to keep the urban core pedestrian-friendly and preserved in its historic state which made it necessary to pass the traffic around it. Thus, the old axis of Oławska-Ruska street was 'switched' to widen Kazimierza Wielkiego street, going around the city centre for centuries. This gave birth to the renaissance of the radial-circular system in Wrocław.
- > Two other bypasses were created by curvilinear connections to the already existing streets. The connection of Marszałka Piłsudskiego street and the western part of the boulevards along the remnants of the outer medieval moat permitted to constitute the first inner city ring. It included also new streets along the north embankment of the Odra and provided a circular movement between the radial streets that have been developed since the 18th century and appeared in the city plan at the beginning of the 20th century. However its geometry resembled more a square than a ring. The typical outer bypass, an extension of Hallera street was evidently aimed to redirect the traditional north-west south-east transit flow out of the inner city to diminish the load on the inner ring and Kazimierza Wielkiego street. All new connections passed through the 19th century suburban neighbourhoods that were badly damaged during the siege of Breslau in 1945.
- > However due to the new political situation in Europe since the end of 1980s the inner ring has become part of two external transit traffic flows on the national E261 and the international Via Baltica road E67. Both are directing transit traffic across the city to the newly reconstructed European route E40 running to Germany several kilometres south of Wrocław. It made the inner ring not only a distributor of city transport but turned it into a part of regional and national transport infrastructure. So the new bypass will follow the previous trend of development and will go across western outskirts of the city to diminish north-south transport flows. Ultimately, problems of transit would only be solved by a full circle motorway which will probably be constructed in the near future. If this happens it would manifest a new level of development of the radial-circular system in Wrocław as it would combine the inner and outer rings with radial and semi-circular roads overlapping the old grid network of streets. Plans to rebuild Kazimierza Wielkiego street and to restore the integrity of the medieval city look very promising, as they will completely halt transit transport in the urban core of the city and make it less attractive to shopping malls and office expansion.
- Unlike Wrocław, Moscow faced transport problems already in the 1930s as its population grew rapidly from 1,5 millions to 4,5 millions since the beginning of the 20th century. As a core of a radial-circular system already existed it was used to cope with this problem. Contrary to Wrocław, in Moscow there was no 'second' grid system of streets, therefore all plans were envisaged as a development of rings and radiuses alongside an alternative system of connections supporting them. It is thus pertinent to compare plans and real developments that have taken place during the last century. Since that time three master plans were approved, including the one currently in force. Regarding radial-circular components the plan of 1935 (Fig.12) suggested the following main ideas:
- converting the semi-circular Boulevard ring into a full ring,
 - transformation of the most important radial streets into avenues by widening and extending them outward from the centre,
 - construction of two additional rings: one as a 'backup' of the Garden ring at a distance of 0,5-1,5 km outwards and another one running along the circular railway and connecting green areas at the city periphery (named Park ring),

12. Moscow transportation scheme according to the masterplan of 1935

source:
Bachiev et al., 2008



- introduction of direct linear streets in the inner city between the main transportation nodes, including railway terminals,
 - development of a new south-western part of the city based on a rectangular street network instead of a radial-circular one,
 - combining several opposite radiuses into intersecting diagonals connected by old and new rings,
 - developing a metro system.
- > The implementation of that plan was interrupted by the war limiting real changes which followed it. Main achievements were launched, such as three radial metro lines and the construction of new avenues that facilitated connections between the centre and remote residential districts. The Garden ring was cleared off trees and became a main city thoroughfare. It retains that status today. The idea of penetrating the urban core by intersecting diagonals was never realised. The metro system that works on the basis of the same idea proved effective as it now copes with more than 8 million passengers per day. However, an important difference with car traffic are the dead-end sidings of radial metro lines and not using the metro for transit passengers who cross Moscow's metropolitan area. Thus, there are no external transit flows in the way diagonal or lateral streets are connected to the regional road network in Wrocław.
- > The next step of Moscow's development strongly enhanced the radial-circular system and seems to have made it less flexible to accommodate any alternative solutions. The construction of the outer ring – the Moscow Circular Automotive Road (MCAR) – in 1962 has delimited further expansion of the city which had already incorporated several smaller towns of its surroundings. Its construction was aimed to organise transit traffic and especially transportation of goods going through Moscow. Without that transit flows would have followed the internal Garden ring to turn from one radius to another, resembling the current situation in Wrocław. Yet, at that time most of the goods were being moved by railway and MCAR was not very loaded.

In 1971, the next plan introduced a very sophisticated transportation system of high-speed motorways and city thoroughfares passing alongside the old city centre (Fig.13).

Two other rings were envisaged more or less coinciding with proposals of the plan of 1935, but in practice none of these proposals were realised. There were many reasons for that, including lack of resources for such a large project. It also raised protests of many citizens and professionals as new roads were often proposed to cut across natural green areas and historic parts of the city. However, the strongest factor that stopped the plan was the very slow growth of car use that was a notable feature of the socialist economy with its quite moderate level of consumption. Real traffic loads were much lower than presumed. It was more effective to concentrate real efforts on further growth of metro lines and radial avenues instead of changing the overall city transport system radically. During the 1990s the motorisation growth rate has increased threefold and the population increased from 8,4 million to more than 10 million inhabitants (accordingly to the 2002 census). In spite of constructing the new motorway circle – the Third Traffic Ring (TTR) – and several new radial routes the city experienced a heavy transportation crisis. The present state of development displayed in Fig.1 shows serious problems:

- The internal Garden ring remains the most congested ring as is it is the shortest connection between radial avenues even after the construction of TTR.
- The inner city became a place of concentration of offices and administration due to its superior accessibility secured by the radial-circular geometry of the street pattern.
- Despite recent reconstruction and widening to five lanes in each direction Moscow's outer ring is overloaded as well, as it serves not only interstate and inter-regional transit traffic, but works also as internal ring for the Moscow metropolitan area and connects suburban cities adjacent to MCAR with a total of 5 million

13. Moscow transportation scheme according to the masterplan of 1971

source: Bachiev et al., 2008



population. This area became spontaneously a main suburban shopping area, attracting more traffic in turn and aggravating the situation. Nonetheless transit traffic across the city is not a real problem in Moscow.

- Main radial directions are overloaded.
 - Connections between neighbouring districts alongside internal rings are restrained due to low density of the street network and insufficient network geometry.
- > The plan in force stipulates the construction of a Fourth Transportation Ring and two 'rocares' – lateral roads in southern and northern parts of the city. However, the new Mayor had questioned the effectiveness of this plan.

LEARNING FROM HISTORY

- > The overall evolution of the street-pattern in both cities examined here divides into roughly four periods of development. It has started from phase 'zero' when the prerequisites of its future development were created. Later, during the 'basic' phase the first elements of the system were introduced in city plans. The 'intermediate' phase started with the replacement of the medieval fortifications by boulevards, avenues or residential quarters until the motorisation era accelerated the development of the radial-circular system to adapt cities to car traffic.
- > Phase 'zero' of both Wrocław and Moscow manifests several prerequisites which supported the further development of the radial-circular street pattern. First of all there was a compact urban core situated on a flat relief. No semi-circular walls would have been possible, unless the new centre of Wrocław had been moved from the islands and river embankments to the hinterland and Moscow had been enlarged enough to include lower lying areas around the hill it had initially occupied. However the triangular form of the Kremlin proves that the radial-circular pattern was not the only option, and the core could have been large enough to make a curvilinear outline of the walls more favourable compared to irregular patterns.

In both cases, the first elements of the future radial-circular street pattern were the walls and not the radial streets. It seems that the directions of streets have not been a very important prerequisite of introducing the 'outer rings' at the 'pre-automotive' era. Circular belts could have been easily applied to any urban core regardless of the internal structure or its street pattern. Certainly cultural issues were important too in the selection of the fortification geometry, taking into account the Chinese tradition of rectangular city plans or the Roman way of building military camps. Therefore, it seems that the Russian and Polish-German attitudes to this initial step were rather similar.

While the circular character of the city limit had apparently an impact on a more radial street pattern it was not enough on its own. Wrocław's history displays a long period of suburban growth beyond the fortifications without apparent radial directions. A geometry of external connections in general and the possibility of transit across the city core in particular were likely key factors affecting the geometry of the street network. In this respect the two cities presented two apparent alternatives in medieval times. It is possible to conceive them as 'pass-through diagonal' model in Wrocław and 'dead-end radial' model in Moscow (of course the former north-south and east-west directions were not strictly speaking diagonals, but this term correctly reflects the possibility to cross the city through its centre). The former allowed to ignore the outline of historic walls and to continue development along the previous grid of streets formed in the inner city. The location on a busy transit route seems to be a restraining factor too in shaping the radial directions of streets, even when circular streets existed already in the city plan. In Wrocław that factor was strong enough to influence the geometry of the outer fortification, as it was something between a rectangular and a circular form, due to the extension of the transit movement along the east-west axis.

To some extent the type of inner city determines the role and significance of the urban core. The Kremlin

and the adjacent Kitay-Gorod concentrated the most important functions of the city and became a final destination, thus promoting radial street directions.

- > This tendency to a radial character of the streets became only apparent in the plans of the two cities when the second belts of fortifications were introduced. For a long time, Wrocław had no significant urban areas beyond its outer walls, as the 17th century panoramic view of the city demonstrates. There was no periphery where new radial streets could have been developed following the rhythm of the city gates. Thus the growth of suburbs around the city core facilitates the radial-circular development pattern.
- > In spite of many driving forces discovered it appeared difficult to identify definite factors or prerequisites that made the development of a radial-circular street pattern inevitable. The strongest step that shaped the foundation of the present urban form of Moscow was a first full circular line of fortification. But it is arguable that it was absolutely inevitable. It is possible to imagine that the threat of enemy attack was never used to develop a full ring. Instead of building a long circular wall around the new periphery of the city a semi-circular fortification on the opposite bank could have been erected. Later the development of prevailing directions could have made the city network of streets more linear. Conversely, it is difficult to envisage that a rectangular or triangular wall pattern would have been selected to protect the city if there was a need for a further fortification of peripheral quarters. It is also difficult to predict whether the municipality of Wrocław would have liked to protect the suburbs on the opposite Odra bank and what type of geometry they would have selected. The latter probably depends on the time when it would have happened. Medieval times seem to encourage replicating semi-circular forms while later on more complicated system of ramparts would have been chosen. However, it would be rather impossible to create a radial-circular street pattern in a city located

on a seashore, in a mountainous area or on the intersection of strong transit routes (but as Wrocław displayed later, this became very likely in the era of motorisation).

While no new rings or radial directions were developed during the 'intermediate' phase it was remarkable how old urban spaces were able to adapt to new needs by replacing the surrounding function of rings to connect peripheral parts to the city. The Wrocław experience also demonstrates the possibility of reversing the development of initial elements of radial-circular systems. It means that theoretically Moscow could have follow the same approach if there had not been sufficient open land for external growth. Probably it could have saved its centre from office intrusion centuries ago.

Today the radial-circular systems of the two cities have reached different stage of evolution. After the completion of the outer ring in 1960s Moscow had reached its 'mature' state. It had already all the key elements of the radial-circular system: radial thoroughfares, an inner ring to connect sectoral parts of the city and to redistribute internal transit and an outer ring to redirect external transit. Its centre retained a model of transit formed already in medieval times and reached its 'ideal' form when the only transit car flow across the Red Square finally ceased before the second world war. Later developments have not brought revolutionary changes and were aimed generally at raising the density of the existing street pattern. Until the rapid growth of cars that system worked very well and was sufficient for a city with many millions of population. Wrocław seems to be moving in the same direction and its current state seems to have proved that until the outer-ring will be completed transit across the city will not be halted. Its centre changed its model to the one of Moscow as its has almost closed its urban core to internal transit and this tendency will continue if Kazimierza Wielkiego street is truly redeveloped to its former state. Thus, to some extent Moscow models the remote future of Wrocław if it sustains population growth. Nevertheless, Wrocław has developed its

rings and radiuses on top of the older street pattern while more recently Moscow has adopted a fresh look at its transportation problems. This gives rise to new 'intercity' parallels exposed below:

- The main problem of Moscow is its concentration of about 62% of its working places in its centre. It is probably a result of placing the Garden ring too closely to city centre. History seems to have played a mean trick to enable the use of a ready ring of medieval times instead of creating a new one at a greater distance or implementing what the master plan of 1935 had suggested. As Wrocław's centre is much smaller it was pedestrianised and its first ring was not placed along the old ramparts keeping this area for recreation functions. Reversing Kazimierza Wielkiego street into a local road will make the city centre even less suitable for office complexes, although some office development has already appeared there. It is thus possible to think of a radial-circular model which artificially curbs the traffic capacity of the streets in the central part to force out offices to the middle ring area and to make the city centre more public and residential.
- The Moscow experience demonstrates that when a new peripheral ring is constructed it balances different directions of urban growth inside it and makes them equal instead of enhancing previous prevailing vectors. Moreover the outer-ring had a tendency to become soon internal as it provokes active commercial construction activities alongside it. These trends will have an opportunity to evolve in Wrocław as well when its new ring is constructed.
- Two additional rings in Moscow – the third and the fourth - were managed to be routed along older streets, across industrial areas or along railway connections, thus avoiding intrusions into residential areas. In order to preserve green areas and historic parts tunnels and bridges were built, taking into

account lessons of the implementation of the 1971 master plan. The new traffic link in the southern part of the Wrocław discussed at the EUSS seminar will penetrate residential areas using the morphology of mass produced residential areas that have tremendous open spaces between multi-storey buildings. Both approaches might be applicable to other parts of the city.

- Transit flows in Wrocław will display similar features to the Moscow 'rocares' if they are linked to external directions.
- The 'dead-end radial' model of the city centre increases traffic loads on the central ring as a main distribution tool and rises the intensity of traffic in radial directions. While the grid of older streets in Wrocław still supports direct connections between neighbouring city areas further development of the radial-circular system will demand an increase of the radial streets traffic capacity to keep sufficient density of main thoroughfares as it has become evident in Moscow when it was expanding spatially.

MOSCOW-WROCLAW RADIAL-CIRCULAR SYSTEMS: CONCLUSIONS

This overview of the evolution of the radial-circular street pattern in two very different cities has identified some basic principles of what is in effect a universal urban form that should be taken into account in the planning of any such city. <

- **The radial-circular system is truly inertial:** after the first ring in Moscow the next steps of its development were only a multiplication of circular roads, while in Wrocław the growth of that system was steered through a sequence of south-western bypasses. In Moscow, all efforts to radically modify it at a mature state of development have been failing. Its apparent model of growth by adding outer rings and extending radial thoroughfares is supported by the basic principle of urban peripheral growth. Both in Moscow and

Wrocław history shows that this system has prevailed and superimposed itself to previous street patterns while there are no examples to the contrary in a city plan. Wrocław's history demonstrates the rapid restoration of its radial circular system after having been unnecessary during centuries. After the first ring is achieved further development on the city periphery tends to have a cyclic character. The rigid street pattern first weakens beyond the ring and makes growth along prevailing radials possible. The subsequent introduction of a new ring restores a symmetrical urban form. Car traffic amplifies each of the three main elements of the system – rings, core and radiuses – and is promoting the development of more of them.

- **At the same time it is adaptive:** it can be easily combined with, or superimposed over other street patterns. While its development has always a tendency towards an 'ideal' web shape it could be reached by a set of different elements: rings, by-passes or curvilinear connections within a regular grid iron of streets. Its development can follow either outward (from the city centre to the outskirts) or inward (from the outer ring to the intermediate rings).
- **It is effective but has a trick to be avoided:** the radial-circular system proved to be an effective tool to redirect external transit by means of outer rings, to connect peripheral areas and to protect the urban core of the city from transit transport with a 'dead-end radial' model. Many transportation problems of Moscow are caused not by the geometry of the system but by insufficient density of rings and radiuses. However spatial extension of the circular radial system leads inevitably to increased congestion of the internal rings. The closer they are to the centre the more convenient it is to switch transport traffic between radiuses. To keep pace with city growth the internal ring of the system has to become soon similar to the transport infrastructure around CBDs in American

cities which occupies tremendous space and isolates central quarters from the rest of the city. Provision of such infrastructure is apparently impossible in historic cities without the complete destruction of its most valuable inner areas. Another alternative could be the use of the 'pass-through diagonal' model that permits the intersection of the most important routes in the inner city, in order to diminish the traffic load on the internal rings and to shorten the time of moving among remote peripheral districts. However this approach requires large scale transformations of the city centre as well. It already takes place in Moscow where some historic squares are turning into interchanges and green avenues are becoming noisy motorways. So the 'trick' is the contradiction between the task of keeping the core of the city untouched which got started with the development of the radial-circular system in Wrocław while preserving the effectiveness of the overall system which requires a core as a big interchange linking all radiuses and diagonals.

Sooner or later each city which has this type of street pattern will need to find its own way out of that contradiction. Some solutions were outlined above and others are yet to be found in Wrocław and Moscow. <

CREATION OF CITY VISION

PREPARATION OF URBAN DEVELOPMENT PLANS AND REGULATIONS FOR THE CITY OF KAMZA

PETRIT DOLLANI ALBANIA

Since the fall of communism in Albania, the country has undergone profound changes, almost without equal among the transition economies. The effects of such a transformation, both good and bad, have become very visible – in physical and spatial patterns, and in the living condition of the people – in urban areas and especially those which are growing rapidly and are situated on or near the Adriatic coast with easy communication access to EU countries.

INTRODUCTION

- > This urbanisation process has undergone three distinct phases. The first phase was dominated by the development of the informal sector. The second phase consisted of the consolidation of the informal sector and the emergence of a formal sector. In its third current phase Albania is continuing steady urban growth, further development of the formal sector and rapid regularisation of informal developments (ALUIZNI) alongside new formal developments.
- > Simultaneously, the contribution of the private sector to the growth of the GDP has increased dramatically from 10% in 1992 to 75% by 1996 and is still increasing. As the previous barriers to population movements do not exist anymore, the Albanian workforce has entered regional as well as extra regional economic areas and began to invest their remittances from foreign earnings especially in housing and other real estate sectors. This has provoked an overall rural exodus to urban areas. Between 1990 and 1994, Tirana and its peripheral communes, as well as other provincial cities grew four times more than during the previous 40 years.
- > Looking forward, over the next 20-30 years, Albanian cities are expected to add between 400.000–700.000 new residents and will gradually approach urbanisation levels comparable to many newly emerging countries in Europe. In view of

the present growth trends, there are reasons to believe that in spite of the effect of recent global economic recession, this urbanisation pattern is likely to continue and may even become more pronounced. Besides Tirana, it will take place in and around other provincial cities, namely Durrës, Shkoder, Vlora, Kamza, Berat, Korça, Lushnje, Saranda and Gjirokaster and especially in the coastal region of the Adriatic Sea, encouraged by new investment potential of recent European initiatives in infrastructure and economic development (especially tourism and manufacturing) covering the Mediterranean and the Balkan region, such as CORRIDOR VIII, oil and gas lines, thermal and aeolian power stations, intra-European road networks, and other projects. This has already unleashed fierce competition among the fast growing cities of Albania to attract more people and investors to their cities. Already a long metropolitan development axis joining Tirana with Durrës is evolving along a connecting four lane express motorway. However, this rapid pace of urbanisation has not been adequately backed up by the development of quality infrastructure, and the deficit between demand and supply is increasing daily. On the other hand, in spite of benefiting from considerable growth potential the municipalities of these growing cities are severely handicapped by their urban management capacity and lack of municipal finance – two essential requirements to maintain the dynamism of these cities and the quality of their living environment. Many cities have developed some sort of urban master plans between the 1990s and early 2000s, but their present state of urbanisation has largely overtaken these master plans. As a consequence, uncontrolled and illegal developments outside these plans are degrading cultural, environmental and especially high quality natural landscaping assets of these cities and are creating serious obstacles to better planning prospects of these areas (especially as regards land acquisition and infrastructure development). As most of these plans were developed without any long term

vision or strategy, uncoordinated growth has occupied vacant land outside these master plans and strangled their scope of planned extension.

- > Since 1991, Albania has carried out incremental reforms of land and property administration to organise this growth and the government has devolved the responsibility for land use planning, development control and property taxation to local governments. The important reform of the urban planning system at all levels introduced recently by the government has failed to attain the desired objectives, as it was seriously handicapped by the lack of capacity of local planning bodies in managing urban sector issues.
- > In January 2007, the World Bank has published a report, Albania Urban Sector Review, which analyses the economic and demographic trends of the country and identifies key issues concerning urban development and local government. In particular, it identified the challenges and opportunities of urban planning and land management. Following this report, the Government of the Republic of Albania (GOA) and the World Bank have initiated the Land Administration and Management Project (LAMP) to improve the efficiency and effectiveness of urban planning and land management of eight Albanian cities (Albania Urban Sector Review; World Bank Report, 2007).
- > The project being described in this paper forms part of this overall LAMP project dealing with the preparation of strategic local area development plans and capacity building for the municipalities of Kamza, Durres, Shkodra and Vlore. The findings have been discussed with the citizens and the stakeholders of the city and its surrounding communes, as well as with the municipality. The aim was to decide in common what vision is appropriate for the city of Kamza by using its growth potential and its natural, cultural and built-up assets in the most judicious manner. This includes the definition of its long term development strategy, namely the scale of development that will be compatible with its present and anticipated carrying capacity to become a sustainable city.

DOCUMENT REVIEW

The working group has carried out exhaustive research on all available information (provided by the municipality and the Ministry) and collected documents (through their own survey) on the issues related to the city's strength, weakness, opportunities and threats. They also consulted many ongoing development projects and those under consideration which have already applied the SWOT analysis methodology. They include many LED projects of Shkoder and Durres, the regional development plan of Shkoder-Lezhe (2005-20), the urban development plan for Kamza (CoPlan), the development strategy 2008-2015 for Kamza Municipality (CoE, OSCE, LGI-Budapest & Association of Albanian Municipalities), urban development plans of Shkoder, infrastructure development projects of the Durres-Kukes express way, the national road development project study (LBG) and CORRIDOR VIII – the pre-feasibility study of the development of the railway axis (September 2007).

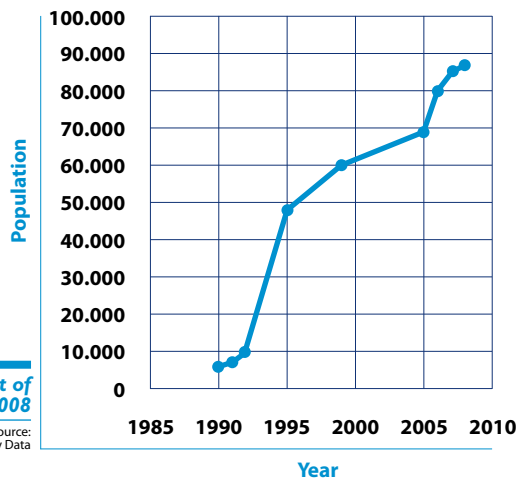
All these projects have been studied, analysed and important inferences have been made by the working group while developing a vision and determining the goals for Kamza which constitute the potential 'opportunities' for its development. In order to have a picture of the main environmental issues of the municipality of Kamza, the working group collected many documents, data and reports. Some documents provided the basis for the identification of environmental characteristics and key environmental issues of the municipality and its surroundings. They include 'Strategic Urban Development Plan, Municipality of Kamza'; the plan establishes a strategic approach, framework and actions on several fronts to enable the municipality to undertake an incremental planning, programming and development process in the city. The plan focuses on key interventions to achieve sustainable planning and management of Kamza over time. The objective is to make a plausible projection of the expected growth and development trends of Kamza in 20 years time,

indicating what the implications are for the Kamza area and municipality. In particular:

- to create a strategic framework – comprising physical, institutional and financial aspects,
- to assist MoK in managing effectively the current and future development,
- to identify land use interventions, including the definition of a functions based layout,
- to develop an infrastructure strategy, including infrastructure financing mechanisms, in order to meet the current infrastructure needs and further potential increase in the future,
- to develop an immediate environmental action plan, in particular to set up a solid waste management system in Kamza,
- to establish mechanisms and a process to formalise the existing informal settlements,
- to establish basic elements of a sustainable urban management system in terms of planning, institutional setting and financing.

CITY PROFILE
POPULATION GROWTH AND TRENDS

> According to the data of the Civil Registration Office (which unfortunately did not release raw data but only accumulated values, so that the working group could not verify the statements in detail) the Kamza population has experienced a real demographic expansion during the last 18 years. In 1990 there were 6.000 inhabitants, while in 2008 registered inhabitants amounted to 87.000 people (Fig. 1). The total growth rate of this period amounts to 1.400%, which might be considered a record in contemporary Europe. The average annual growth is around 80%.



1. Development of population 1985-2008

source: Municipality Data

< Due to informality in the region, the number of population has been underestimated each year. Local officials and other experts believe that the Kamza region is actually populated by around 120.000 people. The Bathore commune deserves a special treatment, because about 1/3 of the total population of Kamza there is concentrated and informality is widespread. Despite these reservations, it can be assumed that the calculated population growth rates were neutral with regard to this phenomenon.

< It is significant to note the sharp decline in the population growth rate since 2007. Actually, it amounts to 2,2%, which is not much higher than the natural growth rate of around 2% (no details provided by the municipality). In such circumstances, the prediction made in the development strategy for the Kamza Municipality 2008-2015 of an average annual growth rate of 9% does not seem to be very realistic.

< The working group's more realistic population predictions are based on the following considerations:

- very little attractive 'free land' is available, making informal settlements in Kamza difficult,
- governmental measures to enforce stricter rules for illegal settlements seem to become effective,
- land prices and speculation in unoccupied areas prevent people from establishing informal settlements,
- better economic perspectives for the northern region: Kukes and Tropoja (the main origin of new Kamza), due to the new road to Durres,
- the expected increase of emigration abroad, following the liberalisation of the visa system, to be conducted by the end of 2010 (it is estimated that 4% of the Kamza population has emigrated abroad).

< Factors which may contribute to Kamza's growth include a stronger attractivity for settling in Kamza (for businesses and individuals), as infrastructure and living conditions are being improved.

< Regarding the demographic evolution, the average household size is around 4,5 person per household.

This is typical for the rural population of the entire region, but in some areas such as Bathore it is estimated to be higher than 5.

- > Based on historic data, the following population projections have been developed until 2020. Possible variations include three categories: low 1,5% per annum, medium 2,0% and high 2,5% per annum. Household size will reduce from 4,5 to 4 persons per household by 2020.
- > For 2020 this will result in a total population of 124.000 (low), 131.000 (medium) and 140.000 (high) inhabitants. For the master plan the 'high' scenario is considered to be the most likely, especially if the city development plan becomes active and attracts new citizens to Kamza. The number of households will increase under the high scenario to 34.828 households. The limiting factor will be that approximately 18.000 new dwellings will have to be constructed, but with 36 inhabitants/ha the population density is very low which means few spatial restrictions.

PRESENT AND PROJECTED HOUSING STOCK

- > In the absence of reliable statistical data the working group has established data of the housing stock by a rapid land use survey and by analysing aerial photos of the city. The housing stock of Kamza consists of:
 - apartment blocks (4-5 floors) constructed in the socialist era (~1970s) accommodating approximately 5% of the population (90% of the population in 1990). These buildings are of medium to low quality, however residents have improved the interior over time; all these dwellings are connected to public services;
 - newly constructed single family houses (1-3 storeys, 100-150 sqm floor area with around 94,5% of the population. These houses have very little official connection to public services, except for power connection and
 - newly constructed multi-storey (5-8 floors) buildings for about 0,5% of population.
- > The centre of Kamza, mainly made up of socialist apartment blocks, has already a relatively high

population density ranging from 100 to 200 inhabitants/ha. According to data obtained from Kamza municipality there are actually 13.000 private housing and service buildings declared at the legalisation office of which 10.350 are estimated housing units.

The present infrastructure does not allow an increase in population density. New required housing, estimated at 1.800 units, can be constructed only in those parts of the city which do not constitute the traditional core of the city. These houses will consist of mainly single family houses, following the Albanian tradition to live in owner occupied property.

This indicator may imply a strong and constant demand for dwelling houses and apartments in the coming years. Again, it is difficult to predict the annual growth rate of housing demand, but in my opinion it might be significantly higher than the population growth rate. A shift from a widely uncontrolled building distribution toward more concentrated urban blocks is expected as well. Until now, the Kamza region has been popular for settlement, because of the low building costs within an illegal framework. The ongoing legalisation process will contribute to an increase of these costs, which now has reached the amount of 450 €/sqm (residential purpose) while the rental rates vary from 150 to 200 €/month (for a 3 room apartment). As a consequence, the monthly rate for business premises could be estimated to be 200-300% higher.

SOCIO-ECONOMIC ANALYSIS AND URBAN POVERTY

Education. In the Kamza municipality there are: 7 kindergartens hosting 1.647 children, 8 elementary schools hosting 10.491 pupils, high schools hosting 2.469 pupils, 1 vocational high school hosting 678 pupils, 2 universities (1 public and 1 private) hosting 8.000 students (more than 7.000 in the public university). Problems identified during meetings with local officials, teachers and other interested groups involved:

- the need for more investments in education (more premises and staff),

- more attention for children that abandon the education system (estimated 10-15%),
- more greenery, gardens and parks belonging directly to school buildings and premises.

- > **Health care.** In the Kamza region there are 10 primary health centres, employing 13 family doctors, 5 medical specialists, 3 working groups woman & children and 25 supporting staff. There are also 8 private drugstores and 12 private dental clinics. Similar to the education problems, investment is urgently needed, in order to bring health care centres to an acceptable level, at least at the Albanian average.
- > **Poverty.** Actually, 1.473 families (7% of total) are receiving financial aid from Kamza municipality. The number of families living in poverty, however, is estimated to be higher, due to the high degree of informality. In 2007 the average extreme poverty in Albania has been estimated between 3-5 % of the population, while the average poverty indicator value was, at the same time, around 18%. However, the poverty problem is supposed to be alleviated by remittances of relatives living abroad (in 2007 this figure was estimated around 4% of the Kamza population).

MUNICIPAL INFRASTRUCTURE

- > It is worthwhile noting that only the water supply and sewerage services are provided by the municipality directly, while the other services are supplied by service providing companies in which the municipality has a varying degree of stake. All these other services are connected to the Greater Tirana Network.
- > Water supply, sewerage and storm water services fall under the responsibility of the water and sewerage company which was founded in 2001 and forms part of the municipality. Financially and development-wise the company depends on the municipal budget.
- > There is at present nearly no interaction between town development and expansion of services of the water supply and sewerage company. The company is financially so stressed that major

investments for renovation or expansion are realised only by government funds or foreign donors.

Electricity distribution used to be the responsibility of the nationwide electricity company KESH that was charged with the production and distribution of electric energy. However, in 2008 the distribution part has been converted into a separate entity which was then handed over to a concessionaire named OSSH. No information is available as to how the rights and needs of the municipalities are represented within the concession contract. Telephone service used to be the domain of Albanian Telecom, which has been privatised recently. In the last years additional licenses for telephone operators were issued. But their activity is limited to the capital Tirana and some smaller municipalities within Albania. In Kamza no additional concessionaire is active with a landline telephone network.

The water supply system of Kamza was constructed for a population of 6.000 persons and has been expanded in an haphazard way to accommodate the extremely fast growing population. Kamza depends for its supply on the Bovilla plant of Tirana Water Supply which provides 60% of the water and the wells in Valias. These two systems are not interconnected officially, but informal connections might exist. The supply situation is the worst of all towns in Albania with an average supply duration of 1 hour daily. The investments originate mainly from the municipal budget and the Albanian Development Fund. It is reported that a master plan for water supply has been developed and submitted in June 2009 as a draft version of the municipality, however the content was not provided to the working group, so judgment on the future requirements must be deferred to a later stage.

The figures reported by the water and sewerage company indicate that it operates under a balanced budget. This is astonishing as only 4.637 official connections exist in relation to 19.337 households. The supply figure of 1,7 million cubic meters/annum and the daily supply duration of 1 hour

which fills 500 l tanks of individual consumers indicates that at least 8.000 households draw water from the system. The remaining 10.000 households have no connection.

- > Although, the sources are hygienically clean the water of Kamza cannot be considered safe due to the unreliable supply infrastructure. Waste water intrusion into supply pipes that are empty most of the day cannot be excluded. Apart from infrastructural deficiencies the capacity of the water sources (Bovilla and Valias) is insufficient to cover present and future demand.
- > Without significant investments into production and distribution facilities, the water supply of Kamza is bound to collapse by 2020 and all municipal development programmes are likely to fail. If sufficient financial means are available and the utility will be restructured a connection rate of 100% and a supply duration of 12 hrs daily are deemed possible.
- > Basically no waste water system has existed at the foundation of Kamza in 1996. Between 1998 and 2009 investments have been made into the waste water disposal by constructing main collectors, which is ongoing. However it is estimated that presently only 20% of the population are connected to a piped disposal system. The main way of waste water disposal especially in the informal areas are septic tanks whose overflows drain into agricultural channels with insufficient drainage capacity.
- > Several projects are under way to address these problems. Kamza is included in the second stage for the Tirana waste water treatment plant, but this stage will not be implemented before 2020. Further construction of main collectors which will drain into Tirana river is planned. However, this river passes the aquifers of Valias (one of the present water supply sources) and the wells might be endangered in the near future. Meanwhile, the informal settlement areas still remain unconnected to the main contributor of sewerage. The disposal into agricultural ditches will create a severe hygienic hazard for the further development of the town.

Without significant investments into a piped sewerage network other municipal development and improvements programmes are likely to fail. If sufficient financial means are available a connection rate of 70% is deemed to be possible by 2020. A general drainage master plan including also surface waters seems urgent.

SWOT ANALYSES AND CITY VISION

PRINCIPAL FINDINGS OF SWOT ANALYSES

From a dormitory village at the periphery of Tirana in the years 90s, Kamza has now become a fully fledged structured city with its own municipality. During the SWOT analysis, the working group has identified many strengths and opportunities alongside with weaknesses and threats in order define an appropriate city vision and city development strategies to turn the city of Kamza into a distinct urban centre of sustainable communities where people can live and enjoy a comfortable level of urban life.

Being a sub-urban town of Tirana – the capital of Albania and being a part of the Tirana-Durres Metropolitan Development Axis, which concentrates most of Albania's economic activities, the city of Kamza can profit from a good economic fallout from this development axis, by offering competitive advantages in the sectors of housing, intermediate quality hotel industry, non-polluting SMEs, access to the airport, etc. Moreover, the city will soon be situated at the cross-roads of the air, rail and trans-Balkan highway system (CORRIDOR VIII). Being very near to the only international airport of the country and its perspective of growing air traffic movements (which has already started), the city can expect a very good development opportunity related to airport service facilities in the medium and long term.

The working group has identified the following strengths:

1. Kamza is an integral part of the Tirana-Durres Metropolitan priority development axis. Hence, it can expect important economic fallouts from this axis. In matters of investment and services Kamza

is the hub of an important communication centre of all kinds – air, railway, roads and highways – and is going to benefit from the development of the Trans Balkan Highway system (CORRIDOR VIII).

- > **2.** Kamza offers a fairly high quality of urban infrastructure and facilities adjacent to Rinas International Airport which is expanding and modernising and needs supporting urban facilities in its vicinity. As Kamza does not fall under the aircrafts' take-off and landing path nor the sound zones, it has a very good opportunity to receive related airport activities and real estate development. This will help to create more employment and contribute to poverty reduction, particularly for an important section of its poor population living in the informal housing areas of the city.
- > **3.** Kamza is connected to the Albanian cities in the east, west, north and south through daily and frequent bus, railway and air services. Most of these national roads are being upgraded. It thus offers good accessibility nationally as well as to the wider Balkan region.
- > **4.** Many road developments and infrastructure improvements for Kamza city are operating or proposed. They will certainly enhance its overall urban quality.
- > **5.** Kamza provides a good level of water and energy supply.
- > **6.** The presence of a technical school and the Agricultural University (the oldest of Albania) can provide a good source of qualified graduates.
- > **7.** Kamza has a good stock of urban land within its territory at a comparatively lower price than that of Tirana, thereby, providing a good real estate market for building development in different sectors.
- > **8.** The municipality of Kamza is determined to develop the city to European standard. The Mayor expressed this desire during the two participatory meetings with stakeholders.
- > Conversely, Kamza suffers from a number of weak points that need to be redressed for its development, and they are:
 - > **Environmental sector.** The environmental quality concerning the waste disposal system,

sewerage, road maintenance and respect of natural landscapes is very poor. They need priority attention of the municipality to improve the image of the city for investors, tourists, residents and visitors.

The excavation of the river beds for collection of building materials needs to be stopped or subjected to severe control to prevent erosion and or total disappearance of natural water courses. The absence of any organised waste management system in the city needs redressing. Although the city has some system to meet this situation its capacity is far from adequate in terms of population or building development. Garbage has been dumped wherever there is vacant space and mostly in open drainage channels atrophying their capacity and particularly in the two river beds. They cause flooding during heavy rains. The city is lacking adequate public open spaces for children or the citizens. All vacant land is private property. There is a stadium but its accessibility is far from adequate and security standards pose a high risk factor during fire.

Service facilities. Many built-up areas of Kamza are devoid of appropriate road infrastructure and other public facilities. The organisational structure of cleaning and greening enterprises is poor. The revenue of the Public Utilities Company doesn't cover the costs of maintenance and services, notwithstanding new investment.

The budget of the municipality is heavily subsidised by the national government, thus the municipality has few options of new investment on its own initiative unless approved by the government.

Housing. The city has too many informal (unplanned) settlements with illegal buildings, poor services and inadequate utilities. Housing permits are issued irrespective of accessibility, service facilities and related environmental safety condition. As a result, they are high risk factors both for the city authority and the citizens.

THE PROCESS OF PUBLIC PARTICIPATION IN KAMZA FOR THE CREATION OF A CITY VISION

Currently, there is no regulatory obligation to

organise public or stakeholders participation in the preparation of urban plans or project decisions in Albania. Even if they are organised, there is no obligation on the part of the executing agencies to follow-up the observations expressed during these consultations. It becomes a sort of one way process and is non-democratic in a strict sense.

- > Under the new planning laws, which were expected to come into force after September 2010, public consultations are required for the elaboration of the urban development plan but no hard and fast rules are underlying such a process. It is hoped that in the perspective of being a future member of the EU such regulations will be in force in the national planning laws.
- > The working group has organised two public consultations during the process of developing the two contractual documents, a SWOT analysis and the City Vision and Development Strategies.
- > The organisation of such manifestations has been prepared with the assistance of the municipalities. They have played a leading role in selecting and inviting the stakeholders due to their insistence. In spite of all previous contacts with the citizens and the stakeholders, the outcome of the result was not very encouraging as many sections of the population were absent at the meetings. The lack of appropriate diffusion of information, previous inaction in providing active follow-up to similar manifestations organised by the public authorities, lack of initiative on the part of citizens in participating in community action are some of the main reasons for the mediocre results obtained from such meetings. However, the presence of some of the cities' important stakeholders and comments received later from citizens were encouraging. The working group has analysed the comments and important information has been retained.
- > A register of contact addresses of the participating as well as the invited stakeholders has been drawn up for further follow up. For the next participation meetings, the working group foresees a more elaborate diffusion of information across the local

media well before the consultation. Regarding urban governance, there does not exist any structure at present within the municipality to install a proper system of urban governance. The major obstacle is the lack of effective inter-departmental as well as inter-agency coordination involved in urban development activities. There is an urgent necessity to develop a proactive institutional structure within the municipal administrative system.

VISION STATEMENT – VISION OF KAMZA FOR 2020

Based on the above findings, following the interactions at two stakeholder meetings and a number of meetings and dialogues with the municipality and the Mayor, the working group has developed the following visions for the city of Kamza to be achieved until 2020 which has been presented at public consultations:

Vision Key Element 1. In the new master plan, Kamza would be developed as a logistic city to support its own growth facilities, as well as that of the metropolitan region of Tirana and would act as an obligatory gateway to the north of Albania being situated at the cross-roads of north-south and east-west national highways, railways and national airport.

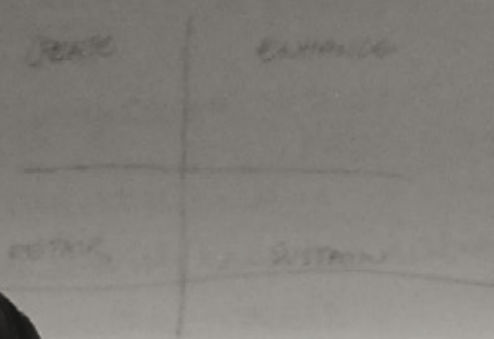
Vision Key Element 2. The new master plan of Kamza will help to develop the city along the concept of a liveable city by removing the infrastructural handicaps and weaknesses and by improving its environmental qualities in the sectors of waste management, urban transportation, provision of open spaces and social and educational facilities.

Vision Key Element 3. Kamza would be developed as a leisure and welfare city. In its new master plan, there will be more provision of public recreation and green spaces, especially for children. More sophisticated leisure infrastructures like golf, horse riding and other similar activities are planned around the airport area where building development is restricted but which are suitable for their location to meet the growing demand of Tirana's cosmopolitan population as the availability of land is scarce and very costly in Tirana.

Vision Key Element 4. Kamza can offer an excellent place for becoming a commercial and manufacturing hub for future SMEs' to utilise fully the advantage of a national and international transport and communication system, low land values, energy facilities and proximity to the market of Tirana and the port of Durres. Such facilities are difficult to locate in and around Tirana due to the high cost of land and energy facilities. The new master plan of Tirana will designate specific areas for such activities. It will propose that the abandoned mining area be reconverted into profitable urban land for other than residential activities.

contingents 4

- WEAKNESS
- NO SOCIAL CEREBES (F)
 - degradation
 - NO Urban design
 - low income inhibition
 - Multiculturalism (not)
 - Ownership
 - cleanliness



SUSTAIN

Rynek

- THREAT
- ge
 - pace
 - open
 - UO

ee



SOLUTIONS

- ownership programme
- A housing association
- social support system
- adult education
- multilingual
- for multicultural
- public participation

AIM:

Renova

P

in the context...

public spaces (d +
work of p.s.
- use as social

FO-FUN

A NEXT STEP FOR SUSTAINABLE URBAN DESIGN IN THE NETHERLANDS¹

MICHAËL MEIJER NETHERLANDS
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Thinking about and practising sustainable urban design should take a step further: from sustainable urban design to sustainable spatial development. An attractive approach towards planning and urban design aims to improve spatial systems effectively within their spatial and societal context. This paper explains this next step using observations of society, literature and lessons learnt from four case studies², as well as mainstream development processes in the Netherlands. Although the case study projects are sometimes more than 10 years old and are situated in a specific Dutch societal and spatial context, they provide interesting, even up to date, insights for the planning of sustainable and durable cities. First we look at why a renewed approach to sustainable urban design is both necessary and rewarding. We then turn to this renewed approach and how to put it into practice. Possibilities for the design of sustainable and durable cities are illustrated by the descriptions of the cases in this paper.

INTRODUCTION

- > Support for sustainable urban development has become more widespread in recent years and topics like liveability and clean energy attract considerable attention. The Dutch government has set ambitious climate goals, local authorities are working on sustainable neighbourhoods and interest groups are fighting for cleaner air. The importance of social vitality in cities has been overtaken by the 'priority neighbourhoods' policy. The wish for a more robust Netherlands is embodied in a plan for the Randstad for 2040 (*Structuurvisie Randstad 2040*) and a 'second Delta Plan' for climate-proof water management.
- > Despite this momentum, the results in the field of sustainable urban planning and design

have been disappointing. Concrete efforts still have few effects, although urban planning and design are fields where much progress can be made. Expertise and technologies are available, but they are put to little use. A more appealing approach to sustainable urban design and putting it into practice is necessary. The goal is to make sustainable urban design so appealing and infectious that it will become the mainstream development in planning. Such a step will deliver benefits for 'People, Planet and Prosperity'³.

A few good examples of sustainable urban design can be found in the Netherlands but very few new outstanding projects have been completed in the last decade. Sustainable urban design is not yet standard practice. In Dutch planning, sustainability often amounts to no more than adding some technical environmental measures or energy savings to buildings. However, Dutch urban planning and design, landscape architecture and regional planning could make a much bigger contribution.

OPPORTUNITIES FOR SUSTAINABLE URBAN DESIGN

The attention given to climate change and the emergence of new concepts like 'CO₂ neutrality' mark a change in attitudes to sustainability: 'have to' is giving way to 'want to'. Regulations focus too much on standard setting and too little on goal getting, however the market is picking up the value added of sustainability in development projects. Society is changing. The awareness that things must change has grown since Bill Clinton, Al Gore and the Intergovernmental Panel on Climate Change put climate change in the limelight⁴. During each season we can see the consequences of extreme weather on the news. The threat of climate change is making people more aware of their own role, which is rapidly pushing up demand for alternatives. What is new is that recently sustainability has not only been presented as a necessity, but as something positive, desirable and capable of cost cutting.

¹ This shortened essay is part of the publication: Meijer, M. & Dubbeling, M. (eds.), 2010, *Sustainable Urban Design – The Next Step*. Distributor Blauwdruk Wageningen ISBN 978-90-75271-33-1

² *Ibidem*. A publication of the BNSP|NVTL working group on Sustainable Urban Development (*BNSP|NVTL werkgroep Duurzame Stedelijke Ontwikkeling*). The working group consists of urban designers, urban planners and landscape architects from the Netherlands.

³ Coined by John Elkington, discussed in his book *Cannibals With Forks* (1988). At the 2002 World Summit on Sustainable Development in Johannesburg the 'P' for Profit was changed into *Prosperity* to bring social benefits into the equation alongside economic benefits. Sustainable development is also known as Corporate Social Responsibility (CSR). Sustainable enterprise was developed mainly by large industrial companies, driven by growing pressure from stakeholders such as NGOs to report on their contribution to People, Planet and Prosperity. More and more companies are now publishing annual sustainability reports.

- > This positive approach has also included low-income neighbourhoods and 'rough' areas in the Netherlands, as policy makers have chosen to build on their strengths. In other areas, too, politicians seem to be thinking more about sustainability. Sea level rise has a global cause, and action is taken now, but mainly at national and regional scale. The solution to the climate problem lies in taking action across all scales: from the UN level and Europe down to local authorities, civil society organisations and citizens. Everyone will have to play his/her part in the transition to clean and sustainable energy generation and energy saving.
- > The legislative bodies could think more about sustainable urban design. Topics like water and ecology are already covered by laws and procedures, as they have to be considered in planning new developments. It would be good if sustainable urban design had a permanent position in planning legislation and procedures. It is worth noting that setting targets at the beginning of a development process provides better results than setting standards later on. Current regulations are far too rigid to be able to respond to the dynamic of spatial development, while new technologies and building forms tend to fall foul of the Building Decree, delaying the progress of sustainable projects which, in turn, have a reputation of being difficult. Reviewing and monitoring targets, in which government authorities create the right conditions for sustainable area development, leaves more room to realise sustainable solutions rather than continually setting new standards while keeping the old ones.
- > Market players are also showing more interest in sustainability. They are mostly interested in energy savings in individual buildings, thus considerable environmental gains can still be made at the scale of urban planning. The search for greater benefits for People, Planet and Prosperity is definitely underway. Sustainability is 'in' and money can be made from it – and may be seen to be made. Sustainable urban design is increasingly seen as an opportunity and an added value, an extra

layer of development. This positive attitude breeds commitment. There is a real desire for sustainable development to succeed, not because it must, but because it can and is economically prudent, and because we really want it to. There seems to be enough support for driving sustainability 'from an undercurrent to a groundswell for development', in urban and regional planning too.

The upsurge of concepts like 'CO₂ neutral', 'climate proof' and 'cradle to cradle' are further evidence of the current support for sustainability in the Netherlands. Government authorities and multinationals are picking up all these concepts. Almere and Venlo municipal councils, for example, have made the 'cradle to cradle' philosophy one of the principles underlying their spatial development policies. But these types of concepts have to be translated into concrete objectives and spatial designs, which is often a laborious process. Skilled designers have a part to play.

HIGHLIGHTING THE AIM

Putting into practice sustainability is a variable activity. At this point in time the focus is on the pursuit of efficient measures, such as interventions causing less waste or consuming less energy. Gradually this approach will however have to make way to the pursuit of effectiveness: achieving a truly sustainable final result, without any obstructions on the way. It is not a matter of focusing on the emission of less CO₂ emission, but on the development of an energy-neutral city. This can only be achieved in an integrated manner.

Sustainability revolves around realism, principles and values. They aim at a fair distribution of prosperity and an appropriate role of man within the cycles of the earth. In striving for more sustainability, we have often taken advantage of people's guilty conscience about pollution and and squandering resources. Still, neither guilt nor austere living hold much appeal for the masses today and lead even to disinterest. In spite of this, the value of sustainability is widely endorsed⁶, as people are becoming aware that it may also

⁴ Bill Clinton launched the Clinton Global Initiative, Al Gore made the film *An Inconvenient Truth*, and the Intergovernmental Panel on Climate Change (IPCC) issued its fourth report: *Climate Change 2007*. Gore and the IPCC shared the 2007 Nobel Peace Prize.

⁵ Disinvolvement leads to all sorts of excuses: 'I myself can't do a thing about it' or 'If I don't consume it, someone else will'. In acting as a consumer, a citizen's behaviour is usually determined by the contents of his wallet.

⁶ This mostly occurs indirectly through the membership of nature conservation or ecological societies, and sometimes directly through petitions. *Natuurmonumenten* (Society for Preservation of Nature Monuments in the Netherlands) and the WWF both have around a million members and the citizens initiative's petition against the bioindustry was backed by a 100.000 signatures in the Netherlands.

⁷ By reducing energy use, the cost of living goes down considerably. Also as regards their company processes, firms avail themselves of 'climate neutral' as a unique selling point, either for tapping a niche market or in order to give an interpretation to Corporate Social Responsibility (CSR).

⁸ Braungart and McDonough (2002) work with the terms 'eco-efficient' and 'eco-effective'. Architect Walter R. Stahel introduced this way of thinking in Europe with his idea for a circular economy in 1982 (see: www.product-life.org/en/cradle-to-cradle). The efficiency-based prevalent Trias Energetica consists of three steps: 1. Reduce the demand for energy (good insulation and air-tight building, recycling of heat). 2. Use sustainable sources of energy (geothermal heat, solar energy, wind). 3. Use finite sources of energy efficiently (high yield). Effectiveness means that one arranges one's energy management in such a way (by sustainable sources and saving) that on balance there is energy left over. Here, it is also a question of getting water and air cleaner, and not as such of polluting it less.

cut costs or make money⁷. This awareness is still growing, based on proof from successful projects. It is the key of integrating sustainability in the mainstream of planning and design and the starting point of discovering the joy of the public at large to develop something 'good'. This new fundamental attitude clears the way for a novel approach to sustainable urban development, as a feasible and highly remunerative undertaking.

- > True benefits as regards people, planet and prosperity come within reach when efforts shift from efficiency to effectiveness⁸. Making a house save more energy is an efficient measure, but a low-energy home still goes on using electricity and gas and is thus contributing to the climate problem. A district which produces renewable energy itself is an effective development, because no fossil fuels are needed and there are no polluting emissions.
- > There exist examples of effective solutions in urban development. Certain regenerated urban districts produce food and energy locally, they are life-cycle-proof and purify water and air. Such an approach includes for instance the use of durable raw materials and the stimulation of clean transport systems. These are effective solutions for the present food and energy shortages and improve the quality of life and health generally. By connecting certain economic activities to each other or with other functions, it is possible to make use of residual flows of waste. It is a question of closing cycles, managing chains more effectively – both on site and in relation to the environment. Together these measures lead to a liveable, durable energy neutral city.
- > An integrated approach is required to connect energy and climate problems at the large scale at which they occur. Urban development professionals are able to conceive connections between various levels and scales, as well as between various stages of spatial development. Only by making the right assessments at the outset of the development process can designers muster the brainpower and creativity in a focused way. This will enable them to find sophisticated solutions

for the design of area developments which are 'future-proof', environmentally sustainable, as well as beautiful, and are therefore satisfying social requirements.

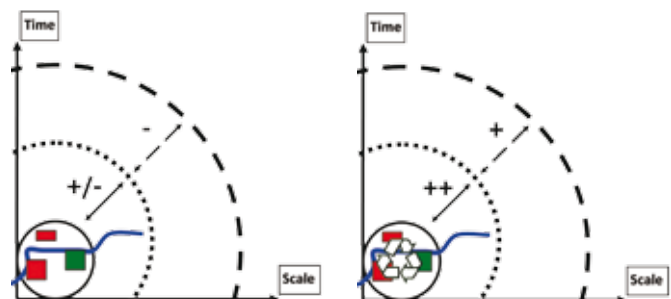
THE NEXT STEP: SUSTAINABLE SPATIAL DEVELOPMENT

Effective sustainable urban development implies a 'sustainable spatial development', i.e. an integrated approach directed towards a continuous effective improvement of the space around us. Spatial systems together with their social and spatial contexts play a leading role in sustainable development as they constitute the conditions of carrying out sustainable projects which benefit the overall environment above their cost. This implies a change of urban development tasks.

Is it necessary to conceive urban development at a larger scale and in a broader perspective, and how would this relate to 'spatial systems'? Any kind of land use takes place within either one or several spatial systems, whether man-made or otherwise. The relation between a town and its surrounding villages, river basins, as well as cities are ecosystems in themselves. Spatial layouts created by man and their uses determine whether spatial systems are future-proof and the quality of their ecology. An appropriate layout may influence the use of the everyday environment and thus its social and ecological quality. Spatial arrangements should improve local systems and quality of life – now and in the future (Fig. 1 and 2).

The size of a layout is irrelevant as it always forms part of more extensive connections. Physical and social relations are components of different spatial systems which often transcend the city. For example, a substantial change of the housing stock within a municipality has also consequences for the housing market in the surrounding boroughs. The rise of integrated area development projects demonstrates that starting from the complexity of spatial systems has become a common practice. As cities are gradually merging with the countryside, the management of the recreational functions of

1 & 2. Sustainable urban design (1) is mainly directed at the project area (inner circle). The effects of a development are, over time, probably not too positive for the region or the world (outer circle). However, when a development process is started which improves spatial systems effectively, the regional and global effects would be positive. A surplus of sustainable energy for instance would sustain the region and have a positive effect on the climate problem.



the hinterland has become an urban task as well. More recently, local and regional assignments of energy production and climate adaptation have become part of this process. Spatial systems have become the basis of solving the friction between various spatial claims, such as water retention, traffic flows, quality of life, recreation, rural development and restructuring.

- > A new design question is which systems have a relation with the site and how is the site able to contribute to the improvement of these systems? This implies that spatial development is a continuous process not confined to separate projects, with the premise that every intervention must add value to the overall spatial systems. City and countryside are not static, they are developing constantly. Directing this development requires a 'vision of the future' about who we want to be as a community, a city or a village and about what steps we might take to further this vision? At present, the climate proof city is a very appropriate vision for the near future.
- > Does a continuous process of improving spatial systems mean a complete reversal of urban development? In the past, development went ahead without questioning the purpose of large-scale extension areas, building on green fields, owning a car in the city, or large-scale high rise house construction. Yet new starting points have emerged, such as the preservation and transformation of inner cities, the development of high-quality public transport and the use of depressions in the landscape for water retention and special residential areas. The complex connection between users, areas and chains has become part of mainstream urban development, influenced by the 'layer approach', the 'two-network strategy' and the 'ecopolis strategy'.

'IMPROVING SPATIAL SYSTEMS EFFECTIVELY'

- > Sustainable spatial development starts out by making a deliberate choice about how a site should develop. This includes a vision across the boundaries of the planning area with a view to

improving the spatial systems effectively. Seen in this way, a development within a city is only sustainable if it contributes to social, physical and economic systems in the city and thereby to the improvement of the quality of life.

An example for an efficient intervention could be a 'sustainable' office complex outside the city that does not have a good public-transport connection. The office can be CO₂-neutral and less of a burden to the site's eco- and water systems, yet it does not contribute anything towards the improvement of the existing city. In fact the office causes an increase in car use and harms the environment. It is likely that the 'city system' would improve if such offices were to be developed in relation to homes, shops, facilities and public transport. This would contribute to the support of these facilities and of public transport in the city, and thus to the city's liveliness and liveability. It would stimulate cycling and walking, which are healthy activities. Moreover, it would save the green region outside the city where city-dwellers tend to undertake recreational activities. In approaching the city as integrated ecological systems greenery on roofs and façades, in streets, parks and squares can improve the ecological quality of the city as a healthy environment for its inhabitants. Greenery improves the visual quality of the city and its air quality while reducing urban heat. It also contributes to better water retention. Saving energy and energy generation within the city, brings the vision of healthy energy-neutral city closer.

On a smaller scale, this type of intervention has been realised in several neighbourhoods. On the 'GWL-terrein' (Fig. 3 and 4) it has become clear that the mixing of functions, water retention, urban agriculture and careful living habits can most certainly create highly successful living conditions. The realisation of 'Lanxmeer' (Fig. 5 and 6) within a protected water-infiltration area shows that a residential area does not need to interfere with the water system, but can even have a positive effect upon it. Although such a neighbourhood



3&4. The GWL-site in Amsterdam. A 100 dwellings per hectare mixed use and car-free area. Urban agriculture, historical buildings, water retention and green roofs are found here

photo:
Rob Rhennev



5&6. Lanxmeer in Culemborg. Among many other sustainable aspects, solar energy, water retention and helophyte filters are used here.

⁹ These and other critical remarks and considerations can be found in: *De Nederlandse ruimtelijke ordening gewikt en gewogen – Afscheidsrede door prof. dr. Barrie Needham* ('The pros and cons of Dutch spatial planning - Valedictory speech of Prof. dr. Barrie Needham'), 2007, Radboud University, Nijmegen.

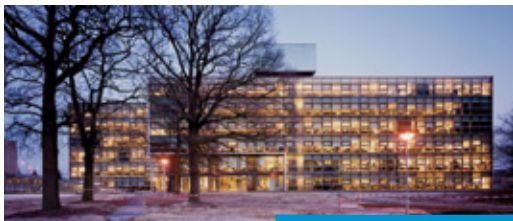
only covers a tiny surface area within a whole water system, this is an effective development direction.'

- > There is a great need for these kinds of effective, sustainable projects. The projects given as examples got off the ground due to the great personal commitment of the citizens. After many years they are still well positioned within the rent and sale market. Sustainable residential or work areas like the 'High Tech Campus Eindhoven' (Fig. 7 and 8), 'Lanxmeer' and 'GWL-terrein' prove that user satisfaction is high and that an extensive general public is interested in them. This in turn arouses the interest of the authorities and the market.
- > A city is never finished, but moves along with society. A city has to be at the service of its users, and its environment must provide for both young and old, rich and poor with a surroundings of adequate living and working areas. Flexible, life-cycle-proof housing for instance helps make a city resistant to senescence and demographic decline. The improvement of spatial systems can also be used for the transformation of rough areas. Sustainable urban development can contribute towards the improvement of such areas, but if the problems of certain underprivileged groups within the population are predominant then sustainable physical measures do not suffice. With social displacement there is the risk of transporting the problem to other districts, thus making the approach ineffective. Alongside of boosting the social and economic structure, one must also improve social cohesion and security in such districts.
- > The design of public space and its careful management may contribute a great deal to this. For example a good arrangement and structure of a city can provide orientation and connections, for instance to green areas. The layout of roads and parks creates room for people to do sports, games, sit around, barbecue together and meet one another. People feel safe and respected, and take care of their surroundings as these are designed at 'the measure of man'. District caretakers and district coaches can call people to account for undesirable

behaviour and try to involve them in specific community projects, while good management keeps public spaces clean.

FROM THEORY TO PRACTICE OF 'SUSTAINABLE SPATIAL DEVELOPMENT'

The transition from 'sustainable urban design' to 'sustainable spatial development' can be traced in the described projects. The common thread running through these examples is the support provided by inspired and enthusiastic professionals and citizens. In addition to enthusiasm and professional skills political choices are also needed with the intention to make sustainable spatial development take root in spatial planning processes in the Netherlands. An increasing focus must be placed on the long term in spatial developments in the Netherlands with the goal to improve spatial systems effectively. The development of places must contribute spatial systems of energy production, socio-economic achievements, traffic management, etc. These are not all essentially spatial systems, but in the end they determine factors like liveability and the emission of CO₂. As long as developments are still dominated by the drive for efficiency, flexibility in spatial design will remain very important as it allows for modifications to be made at any time. Inspiring and courageous pioneers bring pressure to bear during the planning process to make sure that a sustainable approach to development is attempted or adhered to. They include not only ordinary citizens or managers but also planning professionals who have a critical, but positive attitude, to their projects. Different players have different opportunities to influence the transition to sustainable spatial development and can all be successful in their own role or projects. Any professional contribution to a government commission includes the responsibility of asking the client critical questions such as: *'Think for just a moment, if you and your successors continue in this way... Green Heart of the Netherlands will be completely built-up within X number of years. Is that what you want?'*⁹. An urban planner can introduce



7&8. The High Tech Campus in Eindhoven situated on a former Philips laboratory site. Special attention is directed at landscaping, water retention and ecology. Urban furniture is combined with 'data pits'. Mixed use facilities are located in a central building

source:
Juurlink and Geluk

attractive plans and examples to demonstrate all the options that are available for sustainable spatial developments. The professional can also offer a fresh view of financial models and regulations in spatial planning.

- > The conventional division of development costs between the end user, the authorities, the developer and the investor often limits sustainable developments to those which can be recouped within a commercially interesting period of time. Each party points the finger at the other when questions are asked about the lack of success of sustainable development. This is often called the circle of blame. Although changes in this field are still slow, good examples are increasing. There is a trend to grant land intended for housing on long leases, which brings a regular income to be used to maintain the vitality of the neighbourhood. The 'Oosterdok Island' (Fig. 9 and 10) in Amsterdam is such a successful project. The investors, developers and residents are the joint owners of the energy system so that the supply of heat, cooling and maintenance is guaranteed for a long time and all those involved can profit from the returns or from a low energy price. Moreover, the CO₂ emission reduction of this system is about 64%.
- > Sustainable spatial development presupposes that long-term aspects are taken into consideration. Designers can play a key role by creating and visualising attractive solutions. Planners can guide this part of the planning process. Politicians are asked to opt for a longer planning horizon – not just thinking about the next four years but taking a longer term view.
- > The professionals who seek sustainability ask for clear political choices for sustainable projects and commissions. This can transform the planning and design tradition of the Netherlands into the world leader it once was. The professionals who make and guide spatial plans must try to cooperate with other disciplines. Designers and planners can point out the non-sustainable consequences of short-term policies, and preferably suggest more promising design alternatives. Eventually no one

will be able to claim that they are not aware of the importance of sustainability. Educational institutes can contribute by attracting young, inspired and involved people who know how to pass on their skills to guide complex spatial development processes.

A sustainable planning process includes scope for both bottom-up and top-down developments to take place at the same time, while always considering the social component. One way is to show that a new housing development or redevelopment will not only benefit the current residents but also the neighbouring areas and future generations. It is possible to reach a broad group of interested people by creating space for them through private building plots within a well-organised spatial structure. Allowing residents and companies to interpret these spatial structures ensures a more dynamic process with greater diversity and complexity than that expected from an urban planning or landscape plan, as eco-neighbourhoods like the GWL-terrein and Lanxmeer demonstrate.

Finally it is the task of the professionals to learn from developments and share this experience to make the best use of the flexibility which is incorporated in sustainable spatial developments. By bringing this experience to the attention of those in the political and executive domain, professionals can play a positive part in embedding sustainable spatial development in legal statutes and regulations.

MAKING THE RESULTS VISIBLE

Before sustainable spatial development can find general acceptance, its ethical, aesthetic, ecological and economic effects, and benefits for the environment must become measurable and visible. If the benefits for people, planet and prosperity can be quantified, initiators can be convinced to take a wider view of returns than the commonly accepted purely financial one.

The described projects show how spatial systems can be effectively improved. They illustrate the



9&10. Oosterdoks eiland in Amsterdam. Fig. 9 is a visualisation. Located next to the central station and the city centre, the plan combines many functions. Fig. 10 shows the public library (left) which makes use of the shared energy system and uses photo voltaic cells on its roof and in its glazed façade

source:
(9) CIID / (10) MAB

financial results as well as the benefits to society. Parties who act more from social or public motivations – like inspired citizens, housing corporations and the municipal development agency – are involved in the projects, as well as parties whose approach is inspired by a more strongly commercial logic, such as investors and developers. It is self-evident that the risks involved and the land development of this kind of project differ greatly from the common housing developments in the Netherlands. Yet the fact that these projects have been implemented proves that they were not only interesting from a social and public angle but also from a commercial one. The refurbishment of existing urban areas has also resulted in the improvement of spatial systems such as the landscape, the water and the urban area. The result was a qualitatively high-grade, robust and future-proof space or landscape framework within a larger spatial and social context. This has an influence on property values, on the health of people living or working there and on the cost of energy and water treatment. For instance, very few houses on the 'GWL-terrein' have been put on the market since the termination of the anti-speculation clause despite the high rise in house prices. Residents even move within the neighbourhood itself because the estate fulfils their ongoing housing requirements.

- > The savings on management and maintenance are also considerable. 'Lanxmeer' is managed in common ownership. The residents organise their own management and feel responsible for, and are involved in, their own housing environment. Municipal managers no longer need to come to the neighbourhood. The green, park-like character makes the 'High Tech Campus' a pleasant working environment and the interchange between the businesses there stimulates business results. Sustainable spatial development can contribute to the development of a new sustainable economic dynamism. Sustainable spatial development will be more widely accepted if clients can be convinced that profit can be made from the results of what is still is seen as an uncertain process.

CONCLUSION

This next step or new approach may give the needed focus to the complex planning processes of sustainable spatial developments and the design of Low Carbon Cities in the Netherlands. It's about a smart combination of durable and flexible urban planning and design which uses natural resources and social capital in a responsible way. The right choices are made in the right phase, the right scale and the right order to make sure that spatial systems are effectively improved within their spatial and societal context. A flexible design, leaves future adjustments possible and will guarantee durability in this age of rapidly changing design tasks and technical possibilities. Communication and harmonisation with neighbouring interest groups and future (commercial) owners and users ensure a proper, energy efficient use of the new or redeveloped environments. When striving for added value in every plan phase more and more opportunities arise for people, planet and prosperity. It's our view that every urban or spatial development should focus on these aspects. Striving for low or even zero carbon developments is necessary but always only one among other important goals. If an urban development isn't used for instance, it is a waste of the efforts put in to it, a waste of the energy used while constructing and a waste of building materials. The examples show how the city can be made more attractive and vivid when spatial systems are improved effectively. The reduction of CO₂ emissions from the cities systems or even neighbourhoods that produce energy will bring the vision of a liveable, healthy, climate proof and energy neutral city closer.

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IDENTITY AND AUTHENTICITY IN URBAN REGENERATION

PIOTR LORENS POLAND

Present urban development processes – both in cities aspiring to become metropolitan centres and in smaller ones having different functions in the settlement network – are increasingly related to the concept of regeneration. This concept – frequently mistaken for restoration and modernisation of city structures – has become a part of the urban development cycle, defined by Klaassen already decades ago, and has become common practice since then in many cities around the globe.

INTRODUCTION

- > The urban regeneration concept is frequently associated with problems of preservation and rehabilitation of heritage areas, which are often in need of serious actions to regain their original values and functions. But this process – happening within the circumstances of the liberal development paradigm, globalisation trends and other associated phenomena – has to be associated not only with a proper assessment of the historic importance of the site, but also with its commercial value and possible ways of increasing it. This approach demands to take into account issues such as site identity and the value of the authentic elements of heritage structures. Both can have a certain value, not only symbolic but also economic, thus both of these have to be a part of comprehensive regeneration and development policies.
- > The definition of complex regeneration processes (also named 'revitalisation') states that it should be understood as comprehensive action, combining the redevelopment of physical structures (along with the creation of new ones on vacant sites) with social and economic transformation and upgrading. As a result, the historic urban areas should become more vital parts of city structures and – in many cases – new hubs of economic activity. Besides other effects, regeneration

contributes to the conservation of the cultural identity of a given area, quarter or city – including the preservation of essential assets of the cultural landscape. Thus, regeneration not only builds on the notion of site identity and authentic elements of the urban structure, but it also contributes to the enhancement of the values of the cultural landscape. Therefore, the relation between regeneration, identity and authenticity is not one-dimensional and needs proper elaboration.

GENERAL TRENDS AFFECTING URBAN DEVELOPMENT PROCESSES

Contemporary transformations of the structure of cities are the result of many processes occurring in the economic and social spheres of the modern world. One of these is globalisation, which is a consequence of modernity (Sztompka, 2002). This process is currently believed to be the primary driving force of the global economy. At the same time, globalisation is a combination of a range of different processes, one of which is urbanisation. Globalisation is connected primarily to economic transformations, including the creation of a single global market of goods and services. One of the effects of this transformation is the world-wide expansion of so-called Western culture. This development results in increasing uniformity and regression of local cultures. At the same time, as Western culture spreads across the entire globe it gets simplified, diluted, and even degraded. This occurs even when the simplest, most superficial, and most primitive fragments of culture are most readily accepted (Sztompka, 2002). This process leads to indiscriminate copying of certain ready-made patterns of shaping space that have become their own cultural 'icon'. The phenomenon of globalisation is concentrated primarily in cities, which is where the consequences are most deeply felt. A new structure of spatial relationships is being formed, which, is connected with the benefits of the big city and its suburbs and the expansion of international networks of exchange (Harańczyk, 1998). Concurrently,

a new model of the 'global city' is born, where increasing socio-spatial inequality is noted and existing areas of extreme poverty and wealth are expanding considerably (Węclawowicz, 2002). The creation of the 'global city' is also a result of new relationships forged between participants of the global economic game. No longer is competition played out among countries; cities are competing with each other for both capital (investment, employment) and large-scale events such as the Olympic games or other festivals. The tourist trade is also subject to especially tough competition among cities. Moreover, they compete for the highly-paid, educated elite. However, in order to guarantee long-term positive development, North American and European city authorities adopt pro-development policies. Frequently, key elements of these are a range of prestigious projects related to aiding the renewal of city centres or downtown areas physically, economically, and culturally. Such projects are also known as 'flagship projects' and are the nucleus of a wide variety of transformations at city-wide or local scales (Loftman, Nevin, 2003). Many of these 'flagship projects' are connected with the transformation of urban public space, and to be competitive the city must guarantee to place them in a given space and time to combat the 'non-cityness' of the age of globalisation. In effect, cities are attempting to reinforce the aesthetic identity of symbolically important areas, especially centres. They seek to reinstate a stable tradition that can continue into the future as both a retrospective of the past and a way of defining the future. The way they strive to overcome the risk to identity posed by the 'disappearance of the present day' is by the very expansion and stabilisation of the present day. Cities try to achieve a distinctive position through the creation of, among other aspects, *'a Mediterranean atmosphere with life on the streets, festivals, and summer cultural programmes that are free of charge and held in open-air venues'* (Goschel, 2003). Thus, cities are seeking individuality, while cultural identity is understood to be one of the factors that guarantee stable,

long-term development. In cases when authentic elements are missing, the simplest way to solve the problem is to create substitutes or copies. Often such undertakings do not face even the slightest opposition and are devoid of any attempt to create modern architecture and public space that would make their mark on the image of a given city.

Why is this? The answer appears to be a complex one: designers, city officials, and public opinion lack faith in the attractiveness of innovative solutions, including their ability to reinforce local identity. If we visit a number of European cities and compare the modern architectural forms of their public spaces, we find that the only aspect that differentiates them is the name of the designer who made them (usually a famous, contemporary architect). However, as a rule, these creations are not distinguished by any particular trait that can be perceived as a 'characteristic local feature' of a given city. In effect, the city and its modern public complexes are fast becoming similar to one another both with regard to programme and architecture. When browsing through albums of images of modern realisations, it is often impossible to identify the city where the structure is located without referring to the captions. It is far more likely, however, that we are able to identify the name of the architect. Unfortunately, this information is not all that useful since today's great architects boast with realisations that are strewn throughout the world (Lorens, 2004).

On the other hand, the process of globalisation, which is also responsible for the standardisation of urban architecture, can contribute to the artificial reinforcement of the individual character of a given place, so that residents or visitors remember it as distinctive from others. In order to achieve the desired effect, the process of theming of cities is frequently applied, often – according to individualised patterns. This ensures that the urban environment created is unique with characteristic local features. Therefore, the significance of places as areas with particular identities and often with their own characters, is on the rise. Places



'a Mediterranean atmosphere with life on the streets, festivals, and summer cultural programmes that are free of charge and held in open-air venues' (Goschel, 2003). Thus, cities are seeking individuality, while cultural identity is understood to be one of the factors that guarantee stable,

can be interpreted as spaces that are tamed and humanised; often this is also referred to as the 'magic' of a place. Magic places should be understood as those which are authentic or have myth-creating properties or are sentimental (Rykiel, 2005). As previously mentioned, this magic of place is frequently associated with a feeling of oneness, or the feeling of being among one's own.

- > Globalisation also influences the rapid growth of real estate prices in city centres of global significance. This could be observed in the 1980s in cities such as New York, London, or Tokyo, and currently in many other cities. This results from the rapid development of new companies in the service sector that provide for global companies. In effect, the land in city centres is becoming a commodity traded on the international real estate market. Simultaneously, cities strive to attract such international investment as a symbol of economic development (Sassen, 2001).
- > Although the global city can be discussed in terms of the phenomenon of globalisation, no such thing as a fundamentally new spatial order exists. What must be noted, however, are the far-reaching changes related to segregation, income disparity, the lifestyles of various social groups, the tendency to the marginalisation of various social groups, and the transformations of public space (Marcuse, van Kempen, 2000). Contrary to theoretical forecasts, they have not lost their significance. Quite the opposite has occurred and 'place' appears to be more important than ever. It bears remembering that not all cities have been successful in the transformation processes linked to economic globalisation. There are examples of battles lost in the fight for new technologies and jobs, as well as those of partial success in which the struggle with serious problems continues (Musterd, 2003).
- > The free market economy, globalisation (and the related neo-liberal capitalism), and the mobility and individualism of community life have destroyed traditional public space. Simultaneously, there is a growing need among

various social groups for that ever elusive product that public space has become. However, the need is not for space of a universal character but one that is adapted to the requirements of a given group. This need leads to the conscious production of meaning, the creation of atmosphere, and the development of themed space. Their single goal is to guarantee as diversified and attractive a way of spending free time as possible. This apparent diversity hides the fact that ownership of such areas is concentrated in the hands of a small number of huge corporations. Contrary to appearances, this leads to the unification and standardisation of the product on offer (Chatterton, Hollands, 2003).

URBAN REGENERATION AS PART OF CONTEMPORARY URBAN TRANSFORMATION PROCESSES – THE POLISH EXPERIENCE

As mentioned in the introduction, current urbanisation practices are associated with domination – or even over-domination – of the free market. At the same time, new products are required on this market – both in terms of housing and other types of urban programmes. But only in a few cases are they developed in inner-city locations and other already urbanised areas. Therefore, these sites have to compete for development, which is scarce – in the realities of globalised markets. One has to remember that as a result of suburbanisation and de-industrialisation processes, the inner cities started to suffer from some degradation and urban blight. But in many cases this did not lead to lower land prices. The market still indicates that inner city areas are the most expensive ones, even besides the fact that most of them need major regeneration. Also, in some cases land titles are not clear, or the sites need major infrastructure upgrading. The best example of this is the Granary Island (Wyspa Spichrzów) in Gdańsk – the most attractive site for redevelopment in the whole agglomeration, also very expensive – but nobody will invest there unless a new infrastructure connection is provided to the site.

- > As the societal needs get differentiated, so does the market offer – this is the old rule of the free market. In the pure market-led urbanisation of Poland this is also true for a new urban programme. At the same time a large portion of society is not willing to change its living standard and wishes to maintain the existing one. These people are usually housed in the buildings developed before the Second World war. In general they were not maintained properly during the post-war times and were not undergoing any major renovation. Therefore, over the last decades Polish cities started to face another problem – the problem of decaying housing structures, which is becoming a general problem for the society and cities. During the last few years many conferences, research and seminars were devoted to the analysis of this problems and a search for the best possible solutions.
- > In general, this problems has three dimensions. One of them is related to the bad technical condition of pre-war structures. In these cases the renovation efforts should have as a goal the technical upgrading of the material substance, and solving some of the over-population problems. The second dimension is associated with post-war housing, mainly prefabricated large-scale housing. Usually it still does not suffer major technical problems (but they will appear soon), but it is decayed morally and socially, and shows many societal problems. And finally it is necessary to mention post-industrial, post-harbour, post-railway and post-military areas still awaiting redevelopment, which are usually ready for development, but suffer from underdeveloped infrastructure.
- > In market-led development realities – which is the case of Polish cities – regeneration programmes are usually realised by the private sector, which is interested in developing new market products. But these initiatives are supplemented by ‘spontaneous’ regeneration – like for instance old factory halls acquired to become artists’ workshops. Due to such efforts the face of run-down districts like Praga in Warsaw and Młode Miasto (Young City) in Gdańsk started to be altered.

At the same time one has to understand the difference between complex socio-economic revitalisation and just physical regeneration of urban structures. While physical regeneration means just putting new buildings and retrofitting old ones, complex revitalisation includes activities associated with societal improvements and economic development. It is also worth remembering that revitalisation should be understood in a slightly different way when it refers to housing areas (where the improvement of the physical structure is connected with social and economic revival, with special emphasis on improvement of the situation of the local community) and derelict structures connected with technical and industrial infrastructure (where the creation of new physical structures is sometimes connected with the restoration of historic buildings or historic technical objects, but mainly by bringing new economic activities to the areas and by creating new local communities).

OBJECTIVES AND DIMENSIONS OF COMPLEX URBAN REGENERATION PROCESSES

Objectives of revitalisation efforts are different in each of the cases described in the literature of the subject. It is due to the different situations and problems of cities and centres taking up such activities. Very often, however, the objectives are similar, or touch on similar issues. Thus, they can be grouped by the problems and revitalisation processes they refer to. The following revitalisation groups of objectives can be distinguished:

- **urbanistic and architectural** – connected with repair and modernisation (or sometimes restoration) of architectural complexes, housing and post-industrial structures – including conscious shaping of cultural landscapes of given areas;
- **technical** – connected with upgrading the quality of urban structures – including utilities and road infrastructure;
- **social and economic** – connected with economic revival and reversal of negative social

tendencies – including reducing development of pathologies;

- **environmental** – connected with improving the condition of the natural environment, and reducing pollution and emissions.
- > The above mentioned four groups of revitalisation objectives are interrelated. Interdependence results, for example, from the mutual impact of the improvement of the condition of urban structures, the enhancement of the quality of the environment or the creation of conditions for social and economic revival. It means that each of the actions taken up as part of a revitalisation process is connected with effects in another area, which can have either a negative or positive impact on the area. A good example can be observed when large scale urban actions are undertaken without a proper programme of social and economic improvement. Without integrated action these programmes may lead to subsequent degradation of such sites, despite great amounts of money spent on repairs and modernisations of individual objects and their complexes. That is why it is so important to initiate activities in all areas of the revitalisation process – with particular attention to social and economic regeneration.
- > Regardless of the adopted objectives of revitalisation, the preparation of the process is connected with the necessity to take up actions in different areas. It means that what is needed is interdisciplinary, multi-subject and multi-dimensional activity. The initiatives can be divided into three basic groups:
- **planning and design** – connected with the development of relevant action plans and strategies;
 - **organisation and financing** – connected with forming organisational structures to handle the revitalisation process and provision of necessary funds;
 - **promotion and information** – connected with cooperation with local communities to specify objectives and directions of the revitalisation process.

It is necessary to integrate all the dimensions of the activities mentioned above. Avoiding to take up activities in any of them may constitute a threat to the success of the entire project. For example, not conducting social consultations in time and neglecting real participation of local communities (in particular in the case of revitalisation of housing structures) can lead to tensions and conflicts, quickly spreading to local politics, which can paralyse the whole process. The same applies to organisational and financial activities; very often the existing management structures are not able to prepare and implement such complex projects and programmes. Entrusting organisational and financial tasks to such inadequate structures can lead to delays in the implementation of the programme, its non-implementation or partial implementation. The same is true for financial issues: the operator of the revitalisation process must have the skill to combine various public budgets, subsidies and private funds to achieve an adequate level of financing individual projects. Planning and design is of some significance here as well. Only the development of an adequate action strategy and its transformation into programmes and operational projects can make the overall process a success.

KEY ISSUES IN COMPLEX URBAN REGENERATION – THE IMPORTANCE OF HERITAGE

On the basis of the above considerations it is possible to identify a set of key issues in undertaking and executing the process of complex urban regeneration. Of course, not all of them have to be taken into account when dealing with a specific site – in many cases the site-specific development conditions call for giving more importance to some of them, while the importance of others can be diminished.

Despite this, among the most important issues in urban regeneration the following elements should be mentioned:

- improving the physical structures,
- regenerating the heritage structures,

- upgrading the local economy,
 - regenerating the social structure,
 - involving the local stakeholders in planning,
 - preparing viable organisational and financial solutions.
- > When discussing complex urban regeneration, sooner or later the issue of physical improvements arises. One has to remember that this process can take very different forms, including regeneration of the technical infrastructure (roads, public spaces, underground infrastructure networks, etc.), renewing and modernising the existing buildings (which – in many cases – include structures of historic importance and meaning, representing various types of urban heritage), as well as developing new structures – including both buildings and elements of technical and transportation infrastructure.
- > Most of these activities contribute towards defining the character of the site. However, the historic heritage and its remnants, in many cases still present within the site, play a special role in this process. One should also remember that the valuable elements of heritage can be of different nature. One should distinguish here the following elements:
- spatial heritage and values associated with it (including site plan, historic layout of the formerly existing and/or still surviving structures and spatial distribution of these);
 - material heritage and values (including historic buildings and elements of landscaping as well as remnants of industrial heritage);
 - immaterial heritage and values (including specific site history, name code and other elements interesting for the possible future users).
- > When dealing with heritage areas one should remember that not all of them need regeneration. But the reality is that most of them need such an action, which is biased towards protection of the site values or enhancement of its potential. Conversely, many regeneration areas include a heritage component, which can be an important

or minor part within its structure. It is possible to imagine a regeneration area with no major heritage component, which can emerge from a situation where historic structures were either never existing or were already completely destroyed.

In conclusion, when dealing with regeneration sites, one should remember that most of the heritage sites are subject to various processes associated with urban regeneration. At the same time, many regeneration sites include elements of heritage. But they can be of different meaning and value and can become a part of the regeneration process in many different ways. Despite these differences, all of the heritage sites play a key role in identifying the development potential of a site, and thus in the creation of its competitive position within the city.

IDENTITY AND AUTHENTICITY – TWO KEY CONCEPTS OF CONTEMPORARY URBANISM

As discussed above, regeneration processes have a key role to play within contemporary development processes as they make a major contribution towards building the competitive position of cities. These processes involve – in many cases – dealing with sites which have a certain history. On this basis one can distinguish two separate concepts: site identity (being the result of a certain ‘image’ of the area) and site authenticity (emerging – among others – from the value of the preserved elements of the heritage). Both seem to play an important role in making the regeneration project interesting for local communities and possible developers.

SITE IDENTITY, ITS ASSESSMENT, CREATION AND VALUE

The problem of identity as a characteristic of public space has become a key issue. In recent years it has attracted a wide interest of researchers and designers of urban structures. This stems from a variety of factors, including the aim to create urban structures that are well integrated in local context and conditions.

- > The concept of identity has several meanings. Sociologists emphasise the reflective character of identity of society. A slightly different meaning is assigned to the idea of city identity. The identity of space describes the relationship among elements which exists even if they lack external similarity. In this meaning, identity refers to the existence of common traits which do not lead to a literal similarity of architectural forms. One example of this is architectural style (Szmygin, 2001). Describing the 'identity of urban space' is thus recognised as a characteristic conceptual shortcut that reflects physically the historic and traditional character of the city, of its residents, as well as of the urban community which makes the city discernable from other places or communities.
- > One of the concepts used in the discussion of the identity of space is the 'canon of place'. According to the definition by Myczkowski, '*...the canon of place is a set of factors comprising the landscape of a given place (interior) which defines its image. The forms of this landscape are of a character that is either originally or contemporarily substantiated and perceived by people. These factors are often layered historically and should form the basis for defining the rules of investigation as well as guide steps taken to preserve and shape architectural forms and the landscape of a given place (interior)...*' (Myczkowski, 2003). This definition leads to a wide array of reflections regarding the elements that impact the 'canon of place', and, thus, its identity. These refer in particular to questions of the historic significance of the city. In the opinion of Barbacci, an urban complex '*might not possess even a single building of great value and be comprised of rather modest structures; however, their common utilisation, the harmony of shapes and colours, and mass and space, the attractive homogeneity or stylistic variety, as well as other factors, present a whole that is striking from the point of view of urban planning...*' (Barbacci, 1966). We must remember at the same time that the 'past' which remains in buildings and monuments relates to former times that shape our sensibilities and imagination (Śpiewak, 2003).
- The consciousness of people, the inhabitants of a city, can be reflected enduringly in the cultural traits of this group. This includes its history, which is either experienced personally or passed down from the older generations, or the fact that groups refer to themselves with a common name that emphasises their place of residence and the region in which they live, etc. Identity is not created in a social vacuum but in a particular territory, with a defined culture and in a given historic period (Latoszek, 2003). The concept of regional identity, which is related to individual, social (group), and cultural identity, should be distinguished here. Simultaneously, regional identity is a particular example of a social (group) and cultural identity based on regional tradition that refers to the expression of a defined and limited territory and the specific social, cultural (symbolic), economic and even topographic characteristics that distinguish it from other regions. Among other aspects, regional identity can be described through urban planning and architectural perspectives, of which the constitutional elements of the region are the dominating forms of construction and urban planning solutions in a given region that have similar or even identical traits and technical parameters (Szczepański, 2003). The attributes of identity are, thus, history, local tradition, unique forms (including those that are characteristic), and the traits (including those that are unique) of the natural environment and the magic of place (Kochanowski, 2001).
- Therefore, the concept of the identity of place can be viewed as the relationship that develops between the culture and the traditions of place and their form (also referred to as the 'canon of place', Myczkowski, 2003). The particular shaping of these relationships can be acknowledged as the landscape traits of a given space. It follows, thus, that landscape is an expression of the identity of place (Myczkowski, 2004). The concept of the 'former identity of place' should be understood as the set of factors which express through the landscape the entirety of the continuity of tradition, culture,

and the ‘canon of place’ in the historic layering perceived by people. However, new identities of place include *‘the set of factors that express through the landscape the entirety of contemporary content, forms, and function that either consciously continue or negate the entirety of tradition, culture, and ‘canon of place’* (Myczkowski, 2003).

- > Thus, a given place is but a fragment of cultural space, during the creation of which it was given various meanings more or less consciously. In order to understand the significance of structures, streets, squares, etc., it is essential to know the code, which is the characteristic ‘language’ written into material forms. We learn this ‘language’ as we learn our natural language; we learn to recognise and internalise space. This ‘language’ is also part of the cultural equipment of people belonging to the spheres of a given civilisation and is a fragment of the common heritage. Thanks to this, the meaning of spatial forms is immediately recognisable and is generally independent of the viewer’s historic knowledge (Jałowiecki, 2003; Mironowicz, Ossowicz, 1998]. This ‘place code’ is also referred to as *genius loci* or ‘the spirit of place’. As sociological studies reveal, however, city residents do not identify with all the aspects of their space and usually refer to centrally-located spaces or to specifically shaped elements (Szczepański, 2003).
- > The attitude of contemporary people towards the relationship of identity to time is based on the concept of *Zeitgeist* (spirit of the age) introduced by Hegel. *Zeitgeist* was for Hegel the expression of subsequent stages in the development of ideas in the light of achievement and the self-fulfilment of the global spirit. The *Zeitgeist* of each historic period emerged most forcibly in the visual form, as is seen in historic architectural styles (Myczkowski, 2003). This means that architectural style is of huge significance in the creation and reflection of the identity of a community.
- > Presently, in an effort to maintain, regenerate, or acquire a particular identity of place or community, various desirable and valued environmental traits are being appropriated, and, thus, identity is being

appropriated. This is achieved through attempts to make references to particular cultural codes that are perceived positively by potential customers and users. The result of this process is the creation of new forms of identification for certain groups or places, often achieved through imitation or pastiche. The opportunity of implementing this type of element is possible thanks to the intellectual weakness of today’s mass recipients of these creations (Kochanowski, 2001). At the same time, for the past two decades we have been witnessing the revival of assorted types of localisms and regionalisms. In other words, in becoming citizens of Europe and the world, not infrequently do we remain associated with a ‘private homeland’, sometimes referred to metaphorically as ‘the lesser heaven’, and thus to a unique place on the planet shaped by our personality. Exaggerated attachment to the homeland can give rise to many negative attitudes, such as xenophobia and ethnocentricity, in particular, or to those that are closed to the social and cultural surroundings. The space of the ‘homeland’ is characterised by factors that include a feeling of safety and order and a limited number of players and the immediate nature of the contacts occurring between them. People are connected to the local scene through certain common goals and means that originate in the community of daily life, as well as the characteristic self-sufficiency of the local community (in which nearly all aspects of people’s daily lives can occur within these communities, Szczepański, 2003).

This renaissance of the ‘homeland’ is accompanied by the characteristic discovery of the memory of places and the people who inhabited them, and history begins to surrender its place to this memory. This advancing memory is related to its democratisation, which leads us towards the decentralisation of the cultural model. Presently, it is not the state with its centralised administration and generally centrist orientation that determines the identity of groups, but the groups themselves that discover, outside of the decrees of leadership, their own distinct character. The democratisation of

memory is identical here with the regionalisation or even federalisation of the cultural model (Śpiwak, 2003). This tendency leads to the discovery or renaissance, and also to the resurgence, of the genius loci or 'spirit of place', which frequently stands in glaring contradiction to Hegel's 'spirit of the age' *Zeitgeist*.

- > A good example of this 'fight' is the history of the design of the Gdańsk Granary Island (Wyspa Spichrzów), a fragment of the former medieval port, which has remained largely unexploited since the end of World War II. In November 1989, Gdańsk played host to a seminar dedicated to discussing the future of Wyspa Spichrzów during which the likes of Michael Graves and Rob Krier presented their concepts. This forum provided a stimulating framework for the exchange of experiences and design ideas. Interestingly, it was not possible during this event to designate the best building concept for this sore spot on the identity of Gdańsk. Concurrently, it initiated its own kind of auction of ideas. One of which is *'the idealised and historicising option of reconstructing former Gdańsk historic monuments inspired by the cult of the city's past'*. The Gdańsk architect Stanisław Michel finished some time ago a design for Wyspa Spichrzów, the mock-up of which is presently on display in the Church of Saint Mary. Some architects refer to it as the 'Gdańsk Disneyland', which stems from the character of the design concept – its own variation on the theme of the city marketplace surrounded by rebuilt nineteenth century townhouses. It goes without saying that such forms never appeared in the urban planning or architectural tradition of Wyspa Spichrzów. However, this concept is being promoted aggressively by local history buffs as being *'in the character of Gdańsk'*.
- > The principle of the aspiration to the egalitarianism of the landscape value of space should be treated as a basic criteria for the development of the city in a democratically organised society (Staniszkis, 1995). However, the tourist industry plays a huge role in *'the heritage of the city'*, at once altering the structure of trade, services, and land use, thus

impacting its identity and the authenticity of structures (Pound, 2001). A similar phenomenon occurs during the realisation of planned programmes for the transformation of historic districts. The urban regeneration process of these spaces leads to the recreation or 'redetermination' of the cultural landscape. This means that the needs and identity of the inhabitants of areas subjected to regeneration are also called into question. Large regeneration projects do not often lead to strengthening the local production of culture, but lead to the introduction in these areas of new elements and spatial concepts often in forms that are foreign to the local architectural tradition (Evans, Ford, 2003). This refers also to the introduction of new local customs or trends that are often foreign to the cultural tradition of the place.

The concept of 'taste', understood as the perception of beauty, harmony, and elegance, is associated closely with architectural criticism, which refers also to the shaping of the landscape of urban public spaces. However, in situations requiring the intellectual engagement of the viewer and openness to new currents and tendencies – whether in art or architecture – somewhat smoothed over pseudo-historic kitsch usually wins. It is easier and more convenient to explain this by claiming *'this is what society wants'*; it does indeed want this, since nothing is proposed that would develop perceptions of beauty (Taraszkiewicz, 2002).

SITE AUTHENTICITY, ITS MEANING AND VALUE

The issue of the authenticity of the structure of cities and their public space is presently of interest to many art historians, architects, and urban planners. As with identity, we must refer to the definition of authenticity that comes from the social sciences. In the opinion of Anthony Giddens, authenticity depends on being honest with oneself (Giddens, 2002). From this definition, authenticity can be recognised as a work that remains true to itself, thus with the period in which

it was created, the personality of the creator, and the 'canon of the period'. With regard to material works, the principles of authenticity were first defined by the Austrian art historian Alois Riegl in the early twentieth century (Lubocka-Hoffmann, 1998). These referred mainly to questions of the authenticity of material works, and, in the light of them, we recognise as authentic only those works whose material was created in the period to which they are assigned.

- > This definition has very far-reaching consequences when determining if the material structure of a city is authentic. It can be assumed that authenticity is the harmony between 'the spirit of the age' (according to Hegel) and architectural style and the landscape of place, and, thus, with its identity. The criteria of material authenticity are, however, debatable. After all, the cultural heritage of a city is comprised of both material relics and history. The authenticity of a city is created jointly by its collective memory, individual historic events, and the lives of its inhabitants (Zarębska, 2002). Authenticity is also a changeable concept. It should encompass the continuity of the cultural climate, identity, and building traditions (Pound, 2001).
- > The concept of authenticity of structure takes on a special significance with regard to the historic urban structure. Regardless of the question of spatial planning or maintaining the material heritage of the past, non-material values such as urban traditions, onomastics, or uniquely formed social relations are also significant here (Cielątkowska, 2001). In Poland, we have a singular opportunity to analyse the authenticity of the urban structure that stems from the destruction of World War II and the manner in which historic urban centres were reconstructed after 1945. In the opinion of Teresa Zarębska, it was assumed at the

time that *'the degree of authenticity is impacted by preserving the plan of a given area and the ownership structure of the land and maintaining the spatial rank of predominant features, the carrier of the former utilisation and ideological programme, and the former richness of function'* (Zarębska, 2002). The fact was

ignored that recreating the shape of monuments did not return to them their essential historic and artistic value or, above all else, their authenticity. Quite to the contrary, it was believed that even ruined structures are a kind of monument to former transformations. This is why the rebuilding of so-called destructions, which is done in ways that reflect the skills of the builders and the preferences of the investors, must be recognised as consistent with the essence of the city. In Poland, rebuilding using historic forms was applied in many urban areas, and in effect this gave rise to the 'Polish school of historic preservation'. These practices, however, generated disagreement; it was declared that the material value of a monument is only justified by its authentic structure and material. As early as in 1946, the only justification Ksawery Piwocki could find for rebuilding was emotional (Lubocka-Hoffmann, 1998).

On the basis of the above statements one can conclude that authenticity is associated with values that cannot be reproduced or rebuilt – as in case of post-war reconstructions. Therefore, surviving elements of authentic structures within a regeneration area have a very special meaning for its cultural landscape: they are the 'standing witnesses' of the site's history, decide about its unique and unrepeatable values and – in the end – can contribute to the increase of the development value of the site. But one has to remember that keeping the authentic elements of historic urban structures within the development and/or regeneration areas demand a lot of effort and careful understanding, which are not necessarily welcome by the site owners and/or developers.

AUTHENTICITY AND IDENTITY IN URBAN REGENERATION

On the basis of the above considerations one could state that both concepts are important parts for urban regeneration programmes and policies. We should remember that these concepts are not inherently contradictory, but their use can lead to contradictory conclusions regarding the design of



the site. This comes from the fact that authentic values of heritage can contribute towards building site identity, but only in the case when this identity is based on its history. Building and enhancing site identity can also be supported or opposed with the needs of preserving its authentic values. This approach is related to the concept of theming, when the result of the design action is the creation of a structure resembling the historic periods within a development pattern which is distant from local history and culture.

CONCLUSIONS

- > All of the above considerations lead to the conclusion that heritage conservation – which should be understood not only as renovation of buildings and structures, but mostly as complex actions leading to the social and economic change within which the cultural landscape of the sites is preserved – can become not an action in itself but a part of the development strategy, focusing on the enhancement of the site identity. This comes from the fact that competitive cities require innovative development strategies within which identity creation and authenticity preservation policy can play a crucial role. Therefore, one should note that what matters is not only heritage, but also how we deal with the heritage resources and to what extent we can build a complex development strategy on site identity and authentic values associated with the preserved elements.
- > In this process the main challenge is to create, improve and maintain the identity of the site without compromising its authenticity. This problem can be solved in many different ways, which – to a large extent – depend on the situation of the city itself as well as the site conditions. Therefore, any complex strategies should be based on some general guidelines and recommendations, as well as on conclusions emerging from complex site assessment.

Among the basic guidelines, regarding this topic, one can mention: <

- keeping as much as possible of the authentic structures – from buildings to elements of street furniture and paving;
- avoiding a 'copy and paste' approach, which can lead to reproduction of inauthentic historic patterns in architecture and urban design;
- considering spatial, material and immaterial values of the site as equally important.

These guidelines do not guarantee the final success of the development strategy, but they can ensure that we avoid the most frequent conflict situations. <

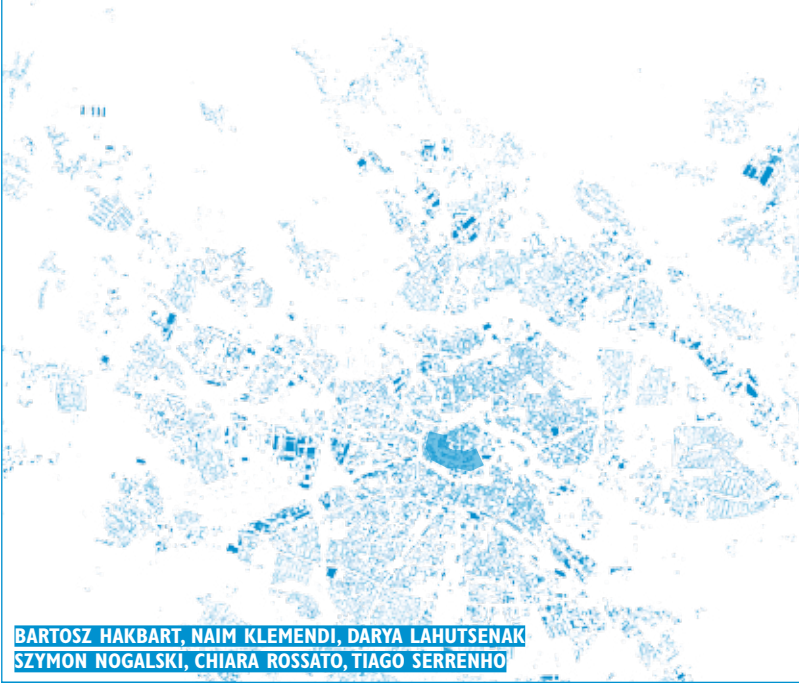
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- > The 'Trasa WZ' (the East-West road) is the first inner ring enabling cars to avoid the city. It is located on the medieval moat, which was filled in during the second half of the 19th century. While the early 20th century plans for the city development have already acknowledged the role of this road as a communication axis, it has taken its present shape between 1977 and 1991.
- > In physical terms, the length of the WZ road is approximately 1,5 km. It has 7 traffic lights (5 concentrated on the first 350 m of its western part and then approx. every 500 m). It has 6 crossings, and 5 entry/exit points to the north and the south. It is a large road, with 2 or 3 lanes on both sides, two lines and a short road tunnel (next to Plac Dominikański) separated from the traffic. For pedestrians, there is an underground passage linking both sides of the Świdnicka street (which is the main historic north-south axis), together with two passages in its eastern part close to the Plac Dominikański.
- > The WZ road has a pavement, but its width is not homogenous (it ranges from less than one meter to more than ten meters). What is most striking is the absence of pedestrians, except close to the pedestrian underpasses and the crossings with Szewska street and Ruska street. Most of the facades are degraded by pollution. The few existing retail and service activities are concentrated on the western part of the road (south of Plac Solny, between Eugeniusza Gepperta street and Świętego Mikołaja street), while economic activities on the central and eastern part seem to be disused or abandoned. The western part acts as a cultural-nightlife hub (linking the city centre with the Four Faiths district). The central part is an all-purpose link, and the eastern part is mostly a commercial hub. The overall level of noise is difficult to bear, and too loud to permit normal conversation. Particularly appreciated are two small places, which have a distinctively human scale: the surroundings of the Białoskornicza street, and Psie Budy street. They also have a strong architectural unity, which contrasts with other parts of the street and they are separated from the traffic flow by a line of trees. The development of an outer ring (DSR) assumes a reduction of traffic on WZ and the municipality envisages its transformation into a more pedestrian friendly area. <



Inner city ring road (WZ)

source:
Wrocław Development Office



BARTOSZ HAKBART, NAIM KLEMENDI, DARYA LAHUTSENAK
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FROM ROAD TO STREET

We make a conceptual distinction between a road and a street. A street is something more than a road. The street is a paved public way with adjoining buildings in an urban context, where people may freely assemble, interact and move about.

We are focusing on the current mono-functional character of the road, which serves commuters and local inhabitants. The road should become a street, and its multifunctional aspect should be reinforced to open it to additional categories of users and activities.

ANALYSIS

We assume that existing traffic on the WZ road will decrease thanks to the building of the DSR ring road and that car technology will reduce noise and air pollution.

DIFFERENT AGENTS, DIFFERENT SCALES

We assessed this place from the perspective of different stakeholders with diverging interests. For the local authorities this place is potentially very valuable due to its central location, but it is actually a hurdle with negatively impacts on the city's image as a meeting place. For car users its value is ambivalent, as it is a very convenient shortcut with wide lanes, but with a congestion problem. For bicycle users, it is a good connection through the city, but currently difficult to use, due to heavy traffic and limited number of crossings. For pedestrians, the place is potentially valuable as a connection with the city centre and a place of distinctive heritage character, but it is currently impracticable due to air and noise pollution. For its inhabitants, the area has similar advantages as for pedestrians, but they are more likely to feel the actual drawbacks. Tram users should perceive the place positively due to its good connections and accessibility. For economic agents, this place might bring opportunities, but at present the lack of pedestrian traffic makes it unattractive.

PARTICIPATORY, SUSTAINABLE AND STAGED TRANSFORMATION

In practical terms, we cannot prioritise pedestrian flows over traffic, and both categories of users are equally important. The street should remain a defining axis in the city. However, in the medium term, depending on the development of the city, this street may become more pedestrian. Its dividing function is only partly negative, as it protects the city centre from heavy traffic, but the division is problematic for pedestrians and public transport users. Creating links across the WZ street

STRENGTHS

- location in the city centre
- well connected by public transport
- good accessibility for cars
- good connecting point between eastern and western part of this city
- relevant architecture and heritage (reminding the history of the city from the middle ages – from the Olawska gate to the present, including religious objects)
- wide space for pedestrians (although of uneven width)
- large number of possible public spaces

WEAKNESSES

- unappealing degraded aesthetics
- noise pollution
- safety concerns for pedestrians and bicycles
- lack of usable public spaces
- lack of green areas
- poor lighting
- traffic congestion
- impermeable surface (road and pavement)
- limited amount of crossings for cars and pedestrians
- low air quality due to intense traffic

OPPORTUNITIES

- quality of walking space and quality of public spaces that could foster pedestrian-friendly usage
- transport haub
- heritage and potential gate of the city
- increased permeability between the northern and the southern part of the historic centre
- possible development of small-scale economic activities

THREATS

- further degradation, if the interventions do not succeed or there is no intervention
- lack of acceptance by residents of the evolution of the area
- increased traffic congestion
- gentrification in case the interventions significantly increase the quality of life

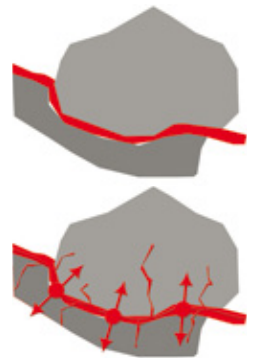
would provide a better connection between the historic city centre and its southern part, with its numerous cultural points of attraction. We do not consider the limitation of perpendicular traffic as a decisive issue, as it contributes to deflecting traffic from the city centre but possible interventions on these dead ends should be discussed with their inhabitants.

- > The planning process should be staged, with incremental interventions and reviews according to development and usages of the city. Initial small physical and symbolic interventions, linked to the existing heritage would improve pedestrian movements, such as raising the overall level of four major crossings to align it with the sidewalks. A reduction of car lanes to 2x2 would provide space to widen sidewalks, and add lines of trees, greenery and a bike lane. Moving the tramway to the side would concentrate car traffic in the middle with islands for pedestrians crossings. Enlarged pavements would turn existing niches into public spaces and create new passages with the surroundings.

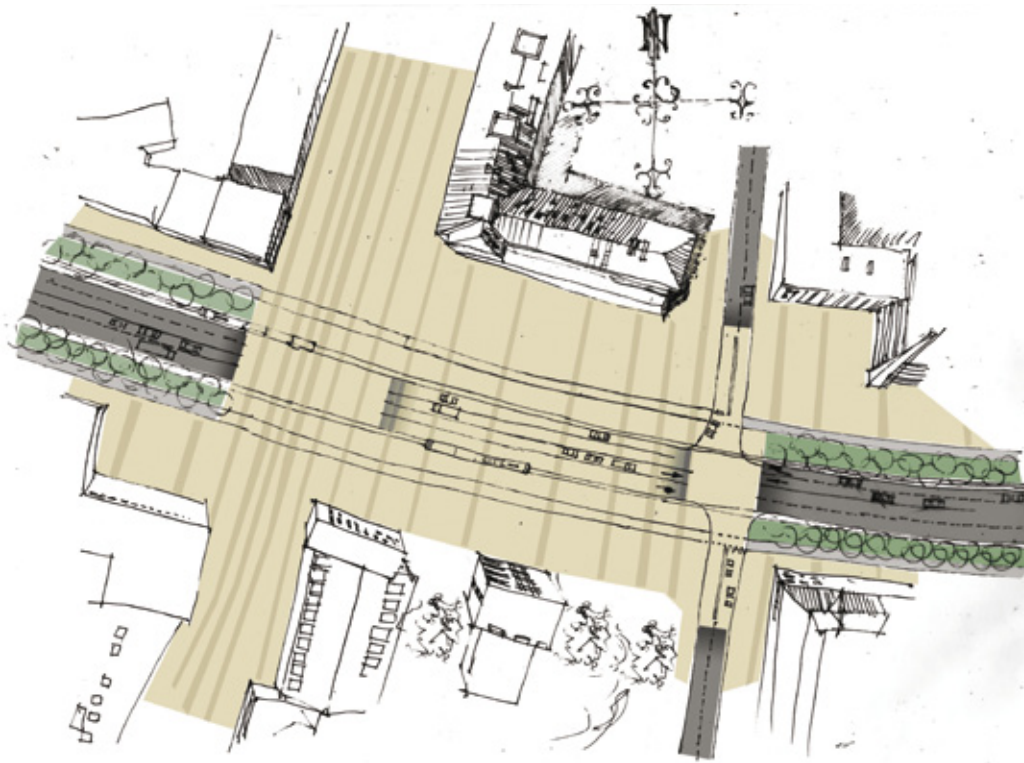
Public authorities should devise policies to enhance economic activities using tax incentives to favour specific types of businesses. Economic actors, local government and private owners of the buildings on WZ Street should agree a renovation strategy to enhance the aesthetic quality and attractiveness of the street which could become **'cultural path'** linking the different cultural activities or heritage elements in the city and on both sides of the WZ Street, using the already well-anchored dwarfs. A policy would be needed to deal with increased demand for parking spaces.

Inhabitants should be actively involved in the transformation process of the street and its surroundings and gentrification pressures which are becoming an inherent part of historic city centres should be consciously addressed.

Reflecting trends adopted worldwide, every modern city should aim towards sustainability, and help citizens to face the challenges of tomorrow's cities. The street where people meet is a good starting point, by providing sustainable lighting and water management.



< Extended connections



Desired change

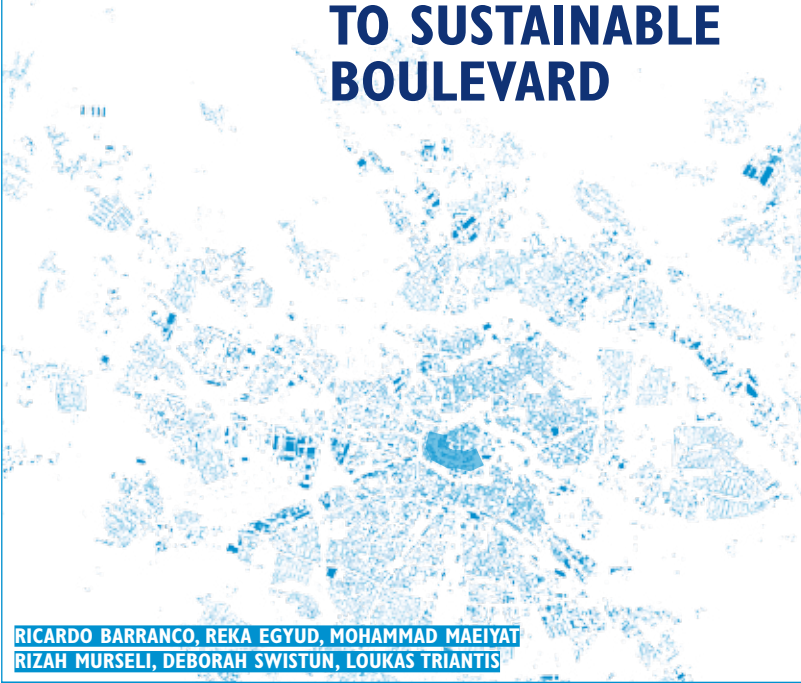


PART 2

GROUP

5

RING ROAD (WZ) FROM BUSY ROAD TO SUSTAINABLE BOULEVARD



RICARDO BARRANCO, REKA EGYUD, MOHAMMAD MAEIYAT
RIZAH MURSELI, DEBORAH SWISTUN, LOUKAS TRIANTIS

VISION

- > The inner ring road Kazimirza Wielkiego is curtailing people's mobility and disrupting communication and exchange between the affected adjacent areas. It needs to be given a public space profile. All the intersecting roads can work as bridges between commercial, cultural, recreational and residential areas on either side, connecting to, and reinforcing the grid which constitutes Wrocław's fabric. The main focus is on walking mobility, turning Kazimirza Wielkiego street into a pleasant public space, with activities happening alongside to favour human presence on it.
- > The desired vision aims to unify what has been divided till now. It is important to bring together the diverse areas which form the city centre, so that all their distinct functions can be fully expressed and interact with each other, converting the city centre into a kind of 'organic being' capable of adapting itself to people's wills and daily needs.

TRANSFORMATION PLAN

Our vision can be expressed in the physical realm < through the following measures:

- creating connections between important spaces,
- eliminating cross traffic, allowing only end-traffic,
- reducing traffic (2x1 lane),
- keeping the tram lines (optimise the current line system, and following distance),
- accommodating bicycle lanes,
- designing more pedestrian friendly streets,
- renovating facades,
- incentives for development of additional activities at the ground level to attract people,
- recuperating the existing actual water channel as an alternative aquatic transportation mode.

FUNCTIONAL DIVISION OF KAZIMIERZA WIELKIEGO

Kazimirza Wielkiego distinguishes different main < functions. We aim to keep this functional division and develop public spaces fitting to its characters located along this road. On the cultural stretch of the road we propose to deepen the pathways to provide open air spaces for cafes and bars and to implement visual elements to attract people. On the commercial part, wide pathways are important elements as well, in order to give the possibilities to transform this part into a more lively area with broader commercial offers. On the part with adjacent housing some of the sidewalk width is allocated to a row of parking spaces to satisfy the needs of residents and local citizens.



Existing situation - functional distribution

based on a map from Wrocław Development Office

WATER HERITAGE

- > Like in many historic cities, the inner ring was instated in the place of an ancient moat made up of a water channel. One of our ideas is to bring back the water course with visual elements on the street and thus to revive the past atmosphere. Our other idea is to reopen the existing tunnel on its whole section. It can have transportation function as a boat taxi and it can be a tourist attraction as well.

THE MOBILITY FRAMEWORK

- > In our perspective and as expressed in the Urban Compendium, a successful mobility framework for Wrocław should:
 - provide maximum choice for people's mobility – making it as easy to walk, cycle or take a bus as it is to travel by car,
 - take full account of the kind of movement future developments will generate,
 - make clear connections to existing routes and facilities.
- > To develop the mobility framework Wrocław will have to:
 - undertake a mobility assessment to understand which routes should be developed or improved,
 - a measurement of walking distances to facilities,
 - an analysis of how to create direct, attractive connections to existing routes and facilities,
 - an assessment of appropriate block types,
 - think about actions to promote and support less car use.

CHANGE OF BEHAVIOUR

- > Besides the physical interventions to reshape the present flows of pedestrians, public transport and cars, some policies and actions will have to be implemented concerning different transport modes in order to reduce the flow of traffic in the city. Some of the initiatives could be the promotion of car sharing among citizens, as well as for daily work commuting, a public bike system and bike-friendly companies.

CONCLUSION

- > As it is expressed in our transformation plan, our approach and proposed interventions consist of a combination of traffic flow reorganisation and change of mentality and behaviour to achieve a new mobility framework. We consider this combination the only successful possibility to turn the current situation of Kazimierza Wielkiego into a more balanced one, by connecting and facilitating the flow of activities and actors through the city.



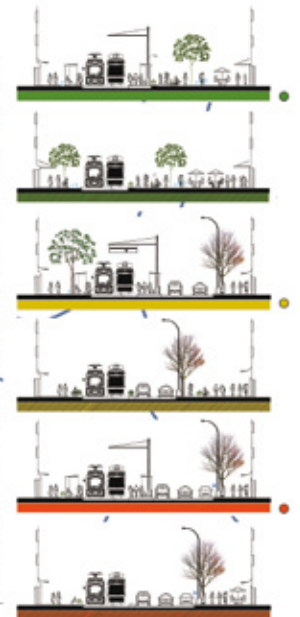
Vision

based on a photo from Wrocław Development Office



Transformation plan

based on a map from Wrocław Development Office



PART 2

RING ROAD (WZ)

GROUP

6

DESIGNING
A LIVEABLE
PLACE

KLAAS JAN BOLHUIS, TAMARA BRAJOVIC, IZABELA GENDEK
VOLHA MAKHATAY, BARBARA MARCHWICKA, KATALIN MOHACSI

ANALYSIS

- > The analysis of this road serves to establish its potential. It encompasses street typology, cultural place typology, and residential typology. In design terms it included the notions of points, lines, grids and direction leading to infinity.

STREET TYPOLOGY

- > The street typology focuses on the distinction between a street, a lane and a boulevard. Streets could lead to infinity, but in reality they are closely related to the surrounding fabric which contributes to their profile. Their use as origins and destinations interrupts the flows through the streets. It distinguishes between pedestrian streets, pedestrian priority streets, public transport streets and boulevards. While purely pedestrianised streets constitute gathering points for people, pedestrian priority streets facilitate movements on foot. Public transport streets are heterogeneous, providing access and forming shared spaces between mass transit movements and pedestrians moving alongside and crossing into the surrounding areas. Boulevards have a more cultural recreational character. Their wide pavements with trees, greenery and street furniture encourage informal activities, walking, lingering and stopping.

PLACE MAKING

- > The place typology responds to the question of what constitutes a real place rather than a place-design. The group agreed with 'Project for Public Spaces Inc' that design remains an important component but not the only factor of creating a place, while generating access, active uses,

economic opportunities and programmes were often more important than design.

PUTTING NEW LIFE INTO ROAD SPACE

The group explored appropriate urban design instruments to convert this busy through-road into a liveable place, such as refurbishing and adding public squares, greening and urban furniture. Besides physical design measures they proposed to take advantage of, and enhance the activities alongside and across the road by endowing it with cultural attractions.

The study included activities on and alongside the ring road and in the wider surroundings to identify favourable points of intervention. One of the major deficiencies were the poor connections between the historic market square Rynek and cultural activities of citywide importance interrupted by the ring road which required better, safer and more conducive links across. The analysis uncovered a great diversity of activities along and in the vicinity of the ring road which could be favourably enhanced to enrich life in the city centre.

PROJECT PROPOSAL

The spatial and functional analysis provided a starting point to identify activities which would improve the area and reduce the nuisances of the traffic flows along and across the ring road. Examples of good design solutions for similar situations in other European cities were explored to illustrate how better design could lead to better uses. A rich and diverse environment and attention to detail were seen as a successful approach to attract people, encourage them to use these spaces, and to make passing through them a pleasant experience. The road would be converted into a succession of connected places with small public squares, green stretches, water features, street furniture and public art. These spaces regained from traffic would enrich everyday life and encourage public events. Some design examples are shown below.

SMALL PUBLIC SQUARE

The picture shows the current square at the intersection of Kazimierza Wielkiego and Olawska street (1). The latter is a shopping street for pedestrians. The square is more oriented to Kazimierza Wielkiego and lacks quality. It has a terrace, but it is not clear to which restaurant it belongs.

The proposed design turns this square into the symbolic entrance to the residential part of Kazimierza Wielkiego. The square has a distinctive and active feel to it, making it a place for both shoppers and inhabitants around the Kazimierza Wielkiego. A public space with small art forms is more playful for little children. People can sit and relax when they go to the street. Such

a transformed space should attract both local residents and people from further away.

GREENING THE ROAD SPACE

- > The picture of the current situation shows a part of the ring road which serves mainly as an artery for car and tram use. The rails which fence off the tram divide the street in two sections: north and south. This part of the street does not invite people to travel on foot or by bike.
- > The photo shows an impression of the improved design of this street section. The transformed place gives priority to people on foot and bikers. The fence for the tram has been removed and the number of car lanes has been reduced.

URBAN DESIGN ELEMENTS

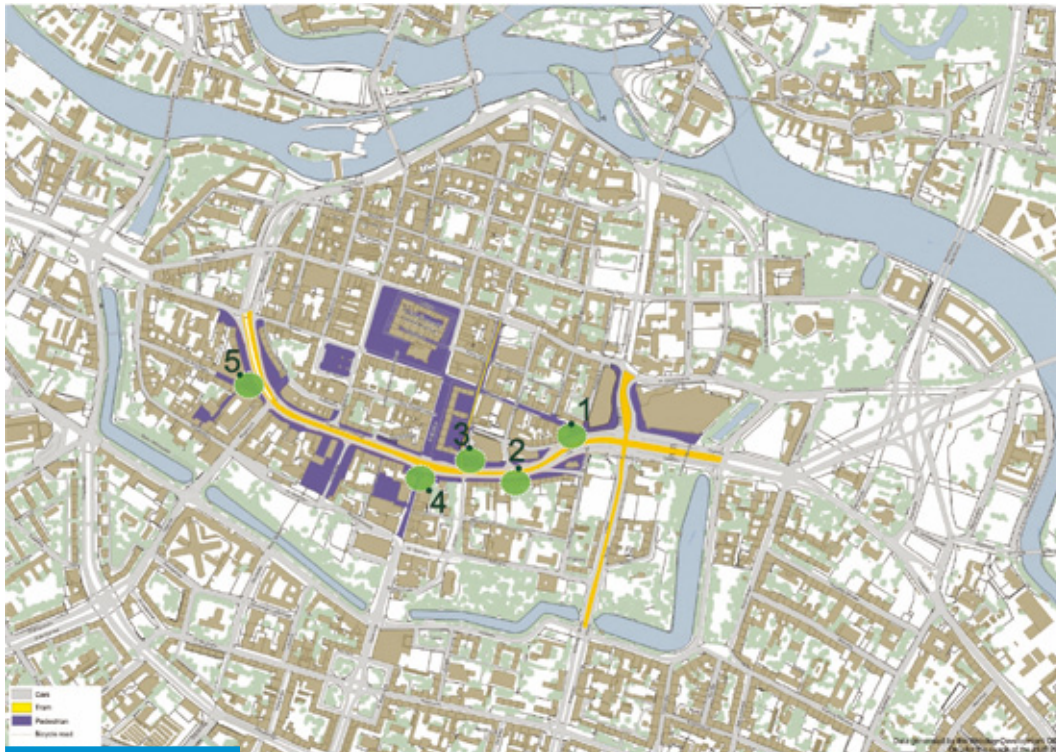
- > The photo shows a landscaped treatment on the edge of the pavement running along the ring road. The bushes add some green to this otherwise hard environment.

Our proposal aims to make better use of this left over space. We are transforming the area filled with bushes into a children play space and shield it towards the pavement with plants and public art.

TRANSFORMING A PARKING LOT INTO A RECREATIONAL SPACE

The intersection of Św. Antoniego with Kazimierza Wielkiego, is currently used as a parking lot.

Our vision is to create an attractive square with fountains and cultural components. It aims to become a gateway expressing the distinctive character of the culture and art district, as well as serving as a meeting place for people. One of the walls shows a map of the inner city of Wrocław adds to the character of the place and helps visitors to get around in the city.



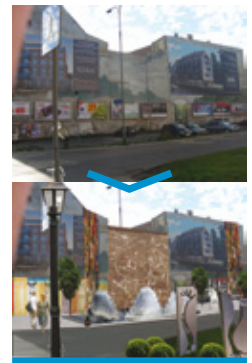
Location of points



Oławska old and new



Św. Antoniego old and new



Zamkowa old and new



Kazimierza Wielkiego old and new



Kazimierza Wielkiego old and new

URBAN MORPHOLOGY INCORPORATING COMPLEXITY AND VARIATION

A STUDY IN THE USE OF PARAMETRIC URBAN MODELLING TECHNIQUES IN JINGDEZHEN, CHINA

● **ULYSSES SENGUPTA** UK

with the contribution of

**ERIC CHEUNG, LENARD WONG, NORIKO MATSUDA, QIAO YANG,
JOHN LYNCH, ANGEL GONZALES, NDE FORCOB**

The rapid rate of urbanisation (Burdett, Kanai, 2006) today has resulted in extreme changes to the physical fabric of many cities with the only constant being the increasing rate of change. In developing parts of the world urban territories undergoing constant, sudden and drastic changes in topology due to market led planning and gentrification compete with the speed of rapidly growing informal urban settlements. The failure of most current urban planning and design tools are primarily an inability to address processes of change over time and a powerlessness to genuinely incorporate bottom up and emergent urban processes. How does one design for the unplanned? How does one attempt to influence constant change? This is a short introduction to a number of temporal design tools that were developed in an attempt to incorporate complex behaviour into the design of morphological urban territories.

SCOPE AND PARAMETERS

- > Unit 6, a post-graduate design unit from the University of Nottingham, Department of Architecture and the Built Environment, carried out a remote urban and historic study, as well as on site visual street level studies of the city of Jingdezhen. The aim was to develop post-graduate thesis projects and, contribute through critical discourse to the city's proposed five year plan, which aims to promote urban growth via an attempt to re-invent the city as a cultural centre based upon its historical position as the 'Ceramic Capital of China'.

1. Jingdezhen Urban Topography



The initial studies were into the historic growth of Jingdezhen and the current economic policies resulting in competition between cities in China in the form of an urban race to encourage urban growth and thus attract external investment. The second part of the study concentrated on site, street level studies, to find both specific and collective identifiable urban phenomena in Jingdezhen. These bottom-up social, economic and spatial indicators were categorised in order to formulate a body of information that could be used to inform, influence and question the proposed macro-level approaches to urban development adopted by the city.

The city had already carried out several studies prior to development proposals, and these included data in the direction of identified existing and historic sites of interest for the purpose of their re-branding (Kavaratzis, Ashworth, 2005) exercise. Based on our site studies, we identified many layers of the city that could be considered to be of cultural and social value and have attempted to point out some of the less obvious but no less interesting aspects that exist within the city and contribute to its identity (Proshansky, 1978). The phenomena identified were both negative and positive indicators, but through recognition and incorporation, could be used positively to contribute significantly to the vibrancy and plurality that are important aspects for the sustainable urban growth of Jingdezhen.



2-5. Street Scenes from the
Porcelain City

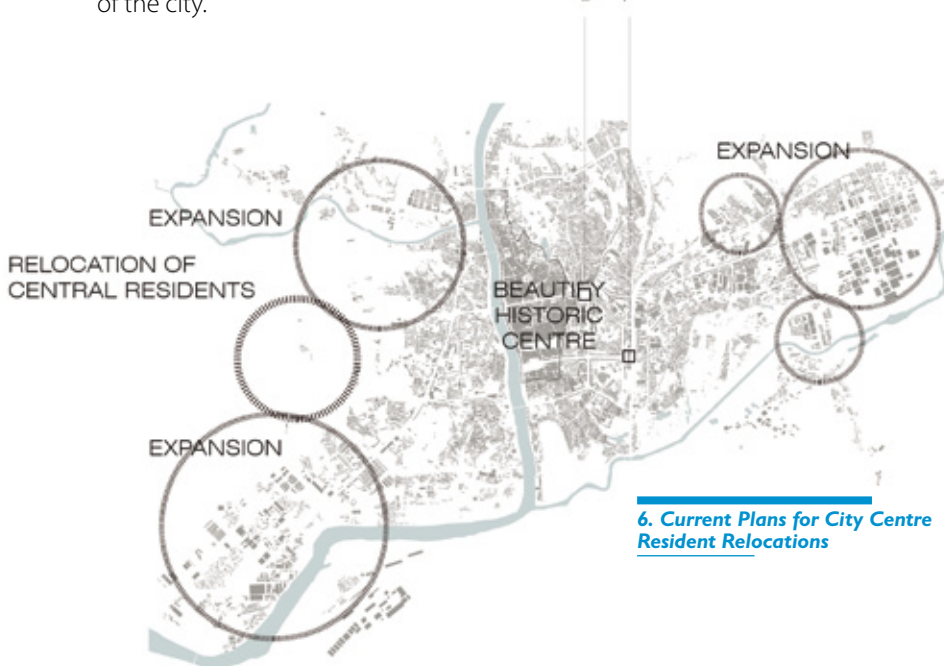
**CURRENT APPROACH AND AMBITIONS
 (EXISTING DEVELOPMENT PLANS AND CRITIQUE)**

> The city of Jingdezhen is currently competing to be one of the fastest growing urban centres within the Jiangxi province. As with other urban conglomerations in China today, the possible economic benefits for the city are intrinsically tied to the demand for real estate and the ability to attract external investment through tourism, new industry and attractive residential lifestyles. Jingdezhen has a unique historical background as it was the most important location for the production of porcelain in China, and the location of the Imperial Kilns. This fact and its ongoing recognition throughout China as the 'Porcelain City' is currently being used as the cornerstone of a branding and urban regeneration exercise. There is a 5 year plan in place (2010-2014) and a number of strategic approaches have been identified including expansion, re-use, regeneration, infrastructure and industry.

> Given the seemingly unwavering aim of the city to pursue its ambitions for accelerated urban growth, as part of the current wave of urbanisation in China, with most cities of a similar or larger size hoping or attempting to do the same, some of the current strategies have been examined below with a critical view towards their effectiveness, long term sustainability and their resultant socio-spatial effects on the existing and expected urban population. Planned Ambitions (City Planning & Regulatory Bodies, 2010) – Summary of current city strategy:

- Use the historic importance/name of the city to create recognition at an international level.
- Plan new events and centres to rejuvenate the porcelain production and associated identity of the city.

- Shift the existing porcelain industry from a primarily mass production base to a creative one.
- Consider the re-use and preservation of existing historic sites.
- Attempt to attract international ceramic artists as residents through the creation of specialist arts villages.
- Encourage independent innovation enterprises as opposed to state controlled ventures.
- New hi-tech industries to be actively courted with new infrastructure aimed towards this purpose along the eastern and south-western edges of the city.
- Ambition to host the most prestigious international artistic/creative ceramic awards on an annual basis.
- Planned investment in new cultural centres (New Ceramic expo-centre already built).
- Expansion of the service industry & visitor attractions through the introduction of more commercial and retail parks within the city.
- Protection of recognised historic relics, buildings and neighbourhoods (connected to the existing/remaining kilns and imperial monuments, but neighbourhoods undefined as yet).
- Plan to establish an international ceramic trading zone within the city centre.
- Cleaning up of the city centre through the removal of the majority of historic, informal and unplanned structures and relocation of the majority of this resident population in new subsidised housing on the western edge of the city.
- Beautification of retained city centre fabric through façade replacement and stylised façade additions based on historic building types.



CRITICAL CHALLENGES

- > There are concerns, with regards to the longer term social and environmental sustainability, with the adopted approaches of large scale urban real estate re-distribution and encouraged greenfield development. If the plans are not critically re-appraised, they would have negative effects in terms of displacement of the local population, gentrification and enforced exclusion of large parts of the existing population. The possibilities of disneyfication (Zukin, 1996) as a direct result of attempts to base the strategy of urban regeneration on a rebranding of the currently declining porcelain industry (due to economic competition on mass produced products and the economic downturn affecting the construction industry), also poses severe challenges in terms of increasing the socio-economic benefits for the residents of the city. Critical issues are:
 - The specialist arts villages are planned outside the city centre due to the availability of land and perception of an 'ideal' artists' village environment. This creates the requirement for additional travel and transport, while displacing the industry itself from the existing residents.
 - There is a lack of any plan to integrate the river and waterways into the regeneration of the city despite its potential as a sustainable transport system and leisure/ecological zone.
 - Unsustainable long term planning in terms of local resident relocation and re-housing away from the historic city centre.
 - Insufficient enthusiasm for ecological issues despite the recognition of its value to human habitat. Urban lifestyles and ecological issues could be prioritised to enhance 'green' conditions and desirable 'quality of life'.
 - High speed of planned city expansion and urban renewal has inherent dangers and adequate feedback mechanisms need to be put in place to ensure that policy and actual change on the ground are concurrent.
 - Dangers of 'Disneyfication' rather than an actual

living and breathing city identity should be carefully considered at all times.

- Undefined approach to ecology and no recognition of existing ecological features can lead to the loss of these resources through development.
- Lack of tools to design informal settlements leading to homogeneous planned housing schemes.
- Ongoing development during study (5 years) of the existing context has resulted inevitably in the inaccuracy of the recorded context, resulting in outdated information even before proposals are formulated.
- The future proposals prepared by the city establish a fixed goal to work towards, thus creating a situation that cannot incorporate change during the process.

The spatial strategies above are based on formalising all future urban development, maximising the use of easily available city edge green field sites and erasure of perceived negative conditions within the city (primarily referring to the informal historic sector that constitutes the majority of the existing city centre). These strategies are being pursued in order to beautify the city, re-brand it and thus attract new investment in land and hi-tech industries. The current plans clearly run the danger of segregating social groups through spatial displacement, creating homogeneous tower block dominated zones on the peripheries and gentrifying the city centre to the point of creating landscapes of exclusion (Pow, 2009) for the majority of its current residents. While the political drivers themselves are complicit, it should also be recognised that the failure of this proposal lies inevitably with the lack of available tools to plan/design for the reality of urban change today, and to the continued use of approaches that are unable to incorporate change and complexity.



7. Future City Model (Cartesian Homogeneous Planning)

COMPLEXITY

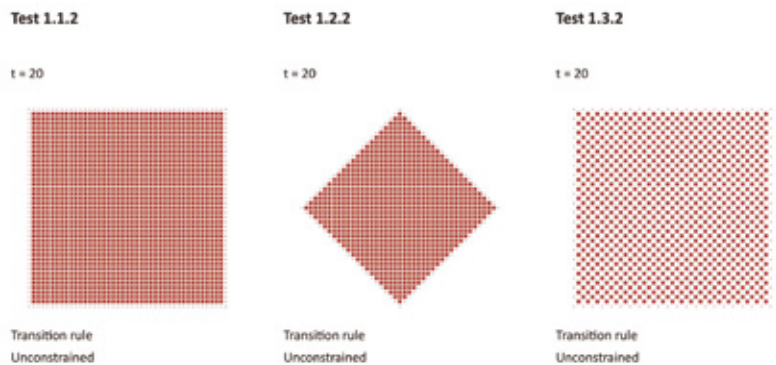
- > Complexity Theory, Complex Systems Theory and increasing computational power to visualise complex systems is beginning to challenge prevalent methods of urban design and planning. Cities are made of many interlinked layers of complimentary, contrasting and contradictory fields in which objects, territories and drivers overlap and influence each other in feedback loops. Using the simplistic understanding of Complex Systems Theory in which the whole is bigger than the sum of the parts, and interactions at the local level having indirect and unpredictable results on the whole system, it is easy to see why cities are ideal examples.
- > It is common practice within urban planning, urban design and architecture to use reductive techniques of separation in order to both quantify and comprehend layers within existing urban territories, but the ability to recombine these and additional layers into interrelated and yet cognitive systems that can act both as independent fields of interaction within themselves and influence every other layer within the system, over time, has potential that as yet remains largely unexplored. In order to design for complexity, one must take an approach that allows the setting up of a rule and pattern based systems which can evolve over time, avoid the assumption of fixed objects or spaces and allow for changes to the system during the process of evolution itself.

CELLULAR AUTOMATON (MACRO SCALE)

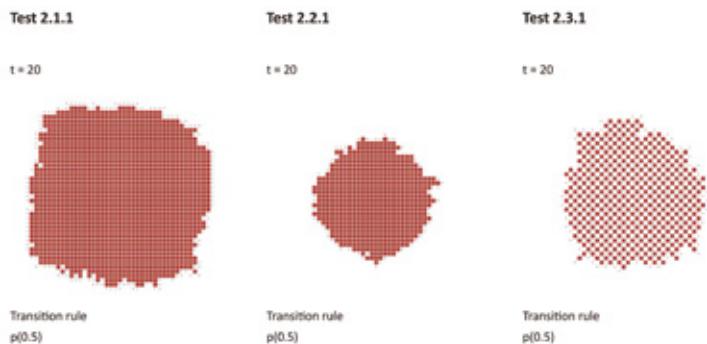
- > Cellular Automaton is used here as a study of simulated urban growth processes. The original experiments are based on explorations by Michael Batty (Batty, 2009). They demonstrate how it is possible to create expanding systems across a cellular grid with differing behaviour by changing the transition rules that determine why a particular cell should change to a new state, remain in its current state, or revert to its previous state, depending on the state of its neighbours. Simple rules for local cell interactions can provide

controlled geometric expansions (Fig. 8). However, once randomness (in direction) is incorporated into the same system we can see that the growth though almost uniform is actually simulative of a more organic system, where the outcome of an experiment run more than once would provide results slightly different from all previous ones (Fig. 9). As a third stage probability (of change/growth) was added to the system providing a series of useful CA models that resulted in deterministic systems allowing variation and emergence, with differing possible outcomes for each model on every execution, and at each stage (Fig. 10).

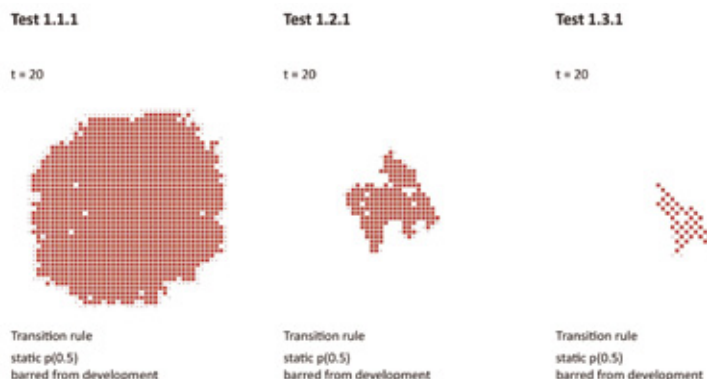
CELLULAR AUTOMATA
Transition Rule experiments



8. CA by fixed rules only



9. CA by fixed rules and random direction



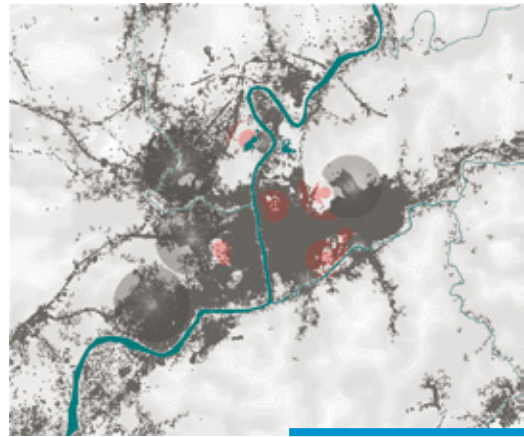
10. CA by fixed, random direction and probability



¹ An excellent description of this reading including illustrations was provided as part of the article titled 'En route: Towards a Discourse on Heterogeneous Space beyond Modernist Space-Time and Post-modernist Social Geography' which has basically been shortened here for our use.

- > The reason we choose to use CA's at this scale instead of an agent based system is best explained with reference to Deleuze and Guattari's comparative descriptions of the games of *Chess* and *Go*¹. Upon examination of the two games, we can understand significant differences that can be used as an analogy to describe the two systems in terms of their differing possibilities. In Chess hierarchically different pieces move across a gridded territory, sometimes occupying each bounded square space, sometimes able to affect the pieces in the opposing faction and sometimes transforming themselves. While this creates a degree of complexity in terms of the interactions of the pieces themselves, the actual territory or field remains unaffected. In Go however, despite the existence of an underlying grid structure, every single piece is defined in terms of its relationship to other pieces on the board, and every new piece placed on the grid has the potential to change the whole or part of the previously placed pieces which in turn make up the current state of the field. Thus it is possible to reach an understanding of Go as a system in which the pieces actually create a field of dynamic relationships (i.e. a new territory), where the state of the field is constantly re-structured by the introduction of any new piece. For the purposes of the macro scale study, it became apparent that the primary objective would need to be the transformation of the territory (field) itself and hence a CA if sufficiently complex would provide the closest abstracted system for us to study models simulating urban growth.
- > It is necessary to recognise that a single CA layer (field) of relations based on simplified rules of growth will not allow for sufficiently complex behaviour due to the lack of environmental and external influences on the system. In order to create a CA simulating uncontrolled and incremental urban growth in a real geo-spatial context, several layers of external information from topography to policy have to be incorporated into the model. It is of absolute importance that each of these layers of information (e.g. height map) are in themselves

not static fields, but added to the model in the form of dynamic fields that can influence the CA and be influenced in return (e.g. due to local density of the CA in its current state) through feedback loops (looped algorithms). With the addition of more 'fields' of information (simulating new attractors, infrastructure, zoning, etc), all interlinked with every other field, complex yet influenceable systems capable of simulating incremental urban growth patterns begin to emerge. As an additional degree of complexity, force fields that would change the probability of other layers can be inserted as attractors or detractors (simulating new urban attractions, transport hubs, changes in land regulation or value) on a temporal basis, creating the possibility to interactively change the field through external interruptions.



11. CA with Topographic Values & Inserted Temporal Attractor/Detractor Fields

EMERGENCE (UNAVOIDABLE AND DESIRABLE)

Historically if traced back to their origins the majority of cities can be seen to have occurred through processes of emergence, where the physical manifestations of daily life, property and shelter were defined primarily through boundaries and forms of enclosure that adapted to different environmental and spatial conditions in order to form agglomerations depicting self organisational qualities. All cities today display degrees of

emergence, but the processes of zoning, planning and regulation based on the repetitive gridded parcellation of land has largely denied spectacular scales of emergent urban territories in the developed world². The less regulated and enforced cities of developing countries tend to provide the clearest examples, due to large scale propagation of informal settlements and slums. Governmental authorities interested in formalising urban systems have generally favoured existing models for land use zoning and city planning in order to facilitate growth towards recognisable models and ideas of global cities (Sassen, 1991). However, there continues to be a critique of these processes as they inevitably lead to processes of gentrification that contribute directly to the marginalisation of poorer segments of the populations of cities.



12. Jingdezhen - Result of Control & Formalisation

> It is only in relatively recent developments that there has been recognition of the fact that informal sectors in cities are quite often unavoidable and even provide possibilities and opportunities for the formal system that are both desirable (Roy, 2005) and necessary within the complex socio-economic workings of cities. It is now becoming possible to have conversations about the morphology of cities that can act as a critique on current processes of planning and design based primarily on pre-defined plot ownership and the possibilities of regulation controlled objects built upon repetitive

parcels. However, alternative understandings of positive or integral contributions of informal processes within cities have yet to become part of design processes that will allow for the design of inclusive systems allowing emergent qualities, leading to more inclusive environments in turn. Processes of emergence within cities are unavoidably complex and as current design approaches are still dependant on reductive methodologies (with an inability to recombine layers of information again in the form of complex systems) the resultant approaches are predictably inadequate. The impossibility of these approaches to successfully address the process of urban change is hinted at by their contradiction to Wolfram's theory of computational irreducibility. However, there are attempts to re-examine planning and design and invent new methodologies that start as a critique of current processes and incorporate emergence over time as integral parts of cities.

AGENT BASED MODELS & SEARCH PROCESSES (URBAN PATTERNS)

> Agent based systems or multi-agent systems/ simulations are also currently being explored in the study of urban simulations. The simplest of these systems tends to be based around a number of individual entities that are allowed to move randomly, until and unless they interact with each other through proximity rules. The basic data each individual entity carries is the action it should take once it has come across another, e.g. stop, follow, multiply, etc. Hence one agent's behaviour is influenced by another at the local level when they interact. The observable result of many of these systems is emergent behaviour in the form of simulated settlement, flocking and group behaviour that resembles a higher intelligence. While such systems have been used successfully to study group behaviour and network efficiencies etc, our primary interest was in the design of urban fabric, rather than the testing of it. We needed to try and implement models as methodological design tools

² There is an excellent resource online that has been invaluable for our studies and conceptualisation of emergent urban tools by the author of the article.



13. Jingdezhen - Vibrancy and the Informal

rather than analytical tools, thus requiring agents capable of interaction with each other and the environment, which could also influence the environment and create it at the same time. Towards this end, instead of simulating the movement of people through specified territories, or the flow of traffic to test viability, the decision was to use algorithmic models of urban elements reduced through abstraction to their most basic sets of rules (e.g. genetic nodes in networks, genetic types in blocks, program based requirement based systems). The interpretation and abstraction of these elements from reality required a degree of a priori knowledge of the built environment itself and the development of an ability through studies on the ground to understand the implied qualities, specific to context, site and social practices, held invisibly in these distilled and coded genetic spatial possibilities.

- > The use of various adapted algorithmic processes led to different ways of understanding and working with emergent behaviour. Various projects used combinations of randomised search methods applied to urban genotypes (Holland, 1975) based on genetic algorithms, themselves resulting in gradual build up of varied and complex urban models. These combinations of search processes and genetic algorithms, when used with fitness functions, started to allow the simulation of emergent urban systems like block/road patterns (Alexander *et al.*, 1977) and informal dwelling encroachments over time, resulting in simulated patterns (that could be interpreted with adequate socio-spatial local knowledge). Having set up these simulative systems that accurately generated patterns, it was then possible to manipulate them, interrupt the existing trajectories through the insertion of new elements, and change the rules for the pattern itself, resulting in new patterns.
- > By understanding the rules of emergent behaviour and pattern formulation over time through simulation of the designed systems, it becomes possible to model complex systems that include great degrees of emergence and variation,

but remain influenceable systems. The last, i.e. 'influenceable systems' is the step that allows the simulative model to become a design tool, to test different options and future scenarios (always requiring interpretation based on the specific socio-spatial possibilities of these patterns on the ground), to start considering that it is possible to plan, design and integrate complex urban situations instead of excluding them from the future of our cities.

CASE STUDIES

Some excerpts from our case studies attempting to develop design tools allowing for the incorporation of complexity and variation through the integration of emergence within temporal urban models are illustrated below. <

LENARD WONG: ALGORITHMS FOR CHANGE

This was an attempt at understanding, < modelling and then re-incorporating variations of extracted access and infrastructural patterns into a key urban block that, due to its position as the southern anchor to the city's primary commercial and cultural axis, was inevitably being re-developed. The project extracted the pattern data from this mixed urban block (which was due to change from the outside in, as the other blocks in the city centre) and several other informal and formal blocks in order to define a series of generative tools that could test the redesign of the block, including the insertion of new programs and urban spatial possibilities, while still preserving opportunities for the existing informal community to exist within it. At the point when opportunities for equivalent percentages of informal developments within the block were no longer available, the pattern generator was designed to fail as an indicator of this result. It was possible to test several scenarios to the point of failure, including the insertion of large cultural and public programs within the block, which could theoretically co-exist with possibilities for informal patterns upon redevelopment.

“I will be dealing with the site in terms of its opportunity matrix, against which generative programs can be run. Outcomes will be ‘informative patterns’ as opposed to ‘solutions.’ What’s more is the fact that contrary to common belief algorithms can produce results for which there is no intention of prediction of their behavior, enabling a generative process of unprecedented invention.” *Lenard Wong*

> The image shows a series of states that occurred in an early version of the node-based stochastic search process scripted to generate rule based complex or informal street patterns within an urban block. The study of several urban blocks with informal urban fabric allowed for the distillation of rules controlling node types, numbers of intersections, search methods, various static and moving nodes attempting to find the specified allowable relationships. The experiment in its early form (as illustrated) does not yet have a fitness function allowing it to resolve or fail based on the placement of intrusive programs within the block.



14. Rule Based Street Pattern Search Process

JOHN LYNCH: EMERGENT ECOLOGIES

This project was driven by a concern for the loss of natural ecology and existing farmland that was occurring due to the planned expansion of the city towards the North-West. Natural habitats, green areas and agricultural livelihoods were all in danger of being replaced with generic low to mid density private commercial and government subsidised housing estates. Despite the designation of this primarily greenfield zone surrounding an arm of the river as an ecological/green corridor, there was only a nominal attempt at preserving or encouraging any natural habitat in reality.

An alternative approach was suggested through the project combining expanded natural ecologies, preserved agricultural areas and pockets of high density building similar to the historic city centre, in a new form of urbanism organised in interrelated vertical programs, allowing for an emergent opportunities within a flexible set of design parameters that would allow multiple results and interpretations while densifying both natural and man made habitats.

“My studies will focus on an area which has been earmarked for the most development in the next few years. This area is in the north west of the city, and part of it has been described in the master plan as being an ecological area. As there is constant development in the city, through city sanctioned developments and sporadic informal growth, my study will have to take into account the present and proposed future conditions. From this analysis I intend to formulate a strategy in order to steer change and formulate new urban typologies which not only respond to local identity and ecological concerns, but also adapt as the city inevitably transforms around them.

I will argue that it is not only important to react to ‘emergent’ situations and behaviour whilst designing, but to realise that once a master plan, building or even a bus stop is realised, then it becomes a part of the system and is subject to the rules and behaviour of the system.

This is especially important as an approach to Jingdezhen and many other parts of the developing

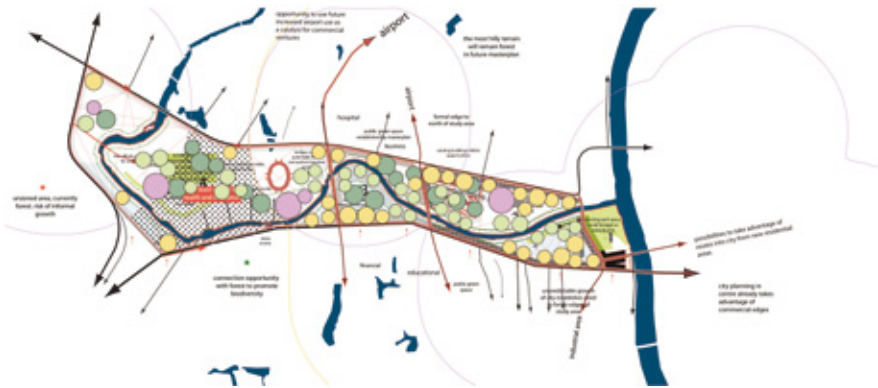
world, as the cities are growing at an incredible pace and have not reached the semi-stable state of slow growth that exists in many western cities. If something is to be designed in Jingdezhen, then the architect or urban planner must realise that they are essentially shooting at a moving target, as the many site specific things they may be reacting to could cease to exist by the time they've even finished designing and constructing. This is why it is important to study the emergent values of a city alongside its physical grain. Many of the things that make up the character of a city are the very things that are in flux, such as the hustle and bustle of a market street or the informal meeting areas which form for no immediately obvious

reasons. With this in mind it would be naive to just physically recreate the market or the meeting area, but rather to get to the core reasons of why these phenomena have emerged.' *John Lynch*

The image (Fig. 15-17) demonstrates how multiple interrelated/interdependent layers of programmatic (with associated spatial possibilities) distributions were incorporated into a 3 dimensional circle packing matrix model, that reacted to multiple layers of information and influence both within the site outwith while continuously self organising into possible resultant scenarios.



15. Packing Search Processes on a Charged Site (Several Layers with Interdependent Rules)



16. Physical Site Considerations (selected)



17. External Programs and Influences



ERIC CHEUNG: HETEROGENEOUS INVESTIGATIONS

> The project examined the planned redevelopment of the existing dense informal fabric of the city centre in Jingdezhen. An alternative possibility for this massive restructuring of the city was examined as a critique towards the various degrees of erasure of the existing fabric, planned displacement of the resident population, Cartesian formal homogeneous block typologies proposed and disneyfication of the retained areas. The proposal is based on an understanding and application of identity primarily related to pattern memory. Instead of attempting to preserve the existing fabric as it is, the intention is to address the negative issues, like the lack of fire access and basic infrastructure, while allowing a gradual redevelopment of the area building on existing patterns, through the recognition and incentivisation of emergent processes at a finer urban grain in the heart of the blocks, balanced with the formal and commercial pressure from the main street edges.

Jingdezhen, situated in the Jiangxi province in China, is a city currently undergoing critical massive transformation with a long history in its porcelain industry. The changes are primarily induced by the political intentions to encourage rapid urban growth and external investment in real estate. There is an active promotion, based on the city's history, of porcelain as the main cultural asset of the city to encourage tourism and foreign exchange. This is part of the economic aspiration to become more competitive, attractive and a differentiated city, from the other cities competing to attract urban development, industry, tourism and investment. The situation exists in a context where the policy for the lease of land to private developers at a national scale was loosened up creating a new market economy. The political move allowing privatisation of land ownership is being embraced by the local government, leading to drastic changes in the city with large scale high rise developments and infrastructure, built to attract more investment replacing large areas of historic urban fabric. At the same time, parts of the

city are being converted into a hyper real historical environment to brand Jingdezhen as a porcelain city with a long history. Both trends of developments are leading to the decline of the authentic reality of the city built as layers of history with cultural and social associations.

The urban form of the informal urban situations in contrast to the new organised formal homogeneity of a city without a past provides interesting diversity and variety in the character of the city; but how is it possible to keep the heterogeneity with new developments to sustain the urban growth while addressing the social-cultural needs of the people?

Eric Cheung

The images (Fig. 18-20) provide three scenarios, the existing, the planned and the alternative possibility. The alternative possibility mixes top down and bottom up approaches, in order to design future possibilities based on enhancing the existing urban patterns and routes, introducing new urban types and possibilities, examining the probability of certain existing and new genotypes locating and adapting themselves in certain places/conditions through stochastic search processes, emulating the self built historic fabric and incentivising the future possibilities of this process. The formal edges of the blocks are driven also controlled by design parameters based on existing density requirements, while being interrelated to the environmental conditions created for the interior of the blocks and the edge conditions created between the formal and the informal. The whole system is based on looped algorithms with fitness functions allowing for controlled and controllable degrees of emergence.

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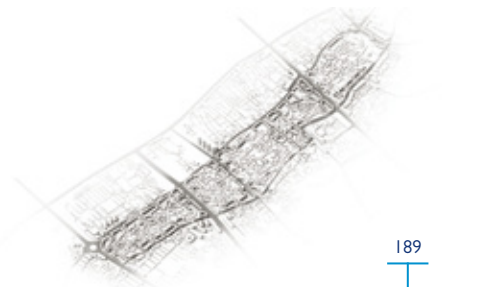
18. Existing Topology of Jingdezhen City Centre



19. Probable Resultant of the Homogeneous Cartesian Approach



20. The Alternative Approach – Illustration of one scenario using Design Tools that include Complexity & Emergence



THE ROLE OF HERITAGE AND FUTURE IN URBAN CHANGE

EVALUATION OF PART II PRESENT: CONSTANT PROCESS OF CHANGE

- The visits, tutor presentations and young planners projects were geared towards exploring what role regeneration and new developments were able to play respectively or in common in bringing about sustainable urban change to prepare the city of tomorrow for future generations.
- The focus on projects which were designed to generate structural change at intra-urban scale was a logical progression from planning physical and social transformation processes which would enable specific urban places to improve or reinvent their heritage value. There is obviously no neat separation between these two urban interventions and most examples presented, as well as student proposals combined these two urban development objectives.
- An unresolved issue was that of urban change. Some equated it to constant movement akin to the movement of particles in chaos theory, whilst others considered that the pace of urban change was neither as intense nor as rapid. Also they identified two types of change, either driven by natural organic processes mainly outside governance control, or by wilful political intervention, translated into strategies and operational programmes by the professionals of the built environment on the one hand and the development industry on the other hand. Both types of change did not take place all the time and in every part of the city and beyond. Quite the reverse. What did not change signified what was changing, gave it its meaning, its dynamic and its controversial character at times. Moreover, the political standpoint, the economic context varying from free market to social market economies and the position of the development industry, together with investment opportunities were in constant interplay, sometimes in harmony and sometimes in contradiction.
- While changes due to policy and planning strategies were relatively easy to identify, although more difficult to evaluate in terms of their short term and longer term implications, spontaneous or inherent changes were far

more difficult to capture. It is not surprising, therefore, that most academic studies presented at the EUSS were focusing on understanding these complex processes of urban change. They ranged from descriptive and proscriptive approaches to those viewed from a specific economic and political standpoint. Others concentrated on particular functional aspects, such as ecological excellence, historic trajectories and their mark on the physical fabric, or the link between such urban change and the need of new, place-specific governance. The urban development processes analysed also varied in scale. Some focused on a specific part of a city being regenerated, while others concentrated on broader citywide strategies, achieved through structuring elements. They included changes in the transportation network, location strategy for the transformation of the city economy or opportunities of international included pulsar effects to regenerate large derelict areas and thereby to rebalance spatial city dysfunctions.

There were remarkable spin offs from these diverse experiences and their interpretation onto the work of the young professionals. They found it more challenging to deal with the outer ring, as it was not yet completed and thus still in a diffuse conceptual state with little consideration about the spatial implications along the proposed road or on the wider transportation network. What was clear was that the ring which cut through the city core represented a generic problem of urban intervention, whereby conflicting demands on such a space could not be accommodated without compromise and without some winners and losers. This raised the issue of legitimacy and whose decision it should ultimately be to impose such changes with unavoidable uneven repercussions. Finally, the cultural consequences of such urban change were highlighted and considered equally important as physical and material change, owing to their effect on the image and feel of the city, as well as on its quality of life.

SALIENT POINTS FROM THE OUTSIDE

LESSON LEARNT FROM TUTOR PAPERS PRESENTED IN PART 2

- Several papers concentrated on change initiated by different actors. They included specific points of view from landowners, developers and investors (RH), as well as the more traditional approach of spatial planners (PD); some focused on small sustainable changes decided in participation with those concerned (MM & SN); some looked at larger scale renewal programmes established at speed to prevent a void which could be misused for purposes unsuitable for the city (PD). At that pace, modelling can provide ideas for scenarios and their relative robustness (US).
- Taking advantage of pulsar effects – which the city of Wrocław intends to do with EURO 2012 as well as bidding for 2016 European Capital of Culture – brought two main advantages which were confirmed subsequently: the regeneration of a very large deprived area and a new governance structure which was able to apply its expertise and generate income for the city in the future (JL). Wrocław should take advantage of such governance opportunities to manage not only its pulsar effects but to redress the weaknesses of its metropolitan and city – region development strategies.
- The ingenious transformation processes proposed for industrial cities (GC) or traditional ports (PL) which deliberately do not turn their back on their past can provide inspiration for Wrocław as well, especially the way these cities have managed to regenerate not only their physical heritage but also a very differentiated socio-cultural fabric which led to the revival of civic pride.
- The comparison between the historic evolution of Wrocław and a much larger capital and the implication of these current city structures for opportunities to adapt them to a much more interdependent world was carrying lessons also for the host city (FK).

The less tangible issues of authenticity, identity and sense of belonging were discussed in depth, together with their repercussion on design strategies which had to avoid standardisation and covert privatisation of the public realm, so easily imposed by the globalisation process. Only genuine integrated regeneration encompassing physical-material as well as socio-cultural dimensions will make the development process a long term success.

SUMMARY OF YOUNG PLANNERS FINDINGS

FROM PROJECTS ON DSR & WZ IN PART 2 PRESENT: CONSTANT PROCESS OF CHANGE

The young planners had a challenging task in transforming and regenerating two busy roads accommodating public and private transport, considering that they recognised the need to reconcile the conflicts between movements and liveable spaces alongside.

The WZ road which provides access to the core city fabric is cutting through it and separating it from its surrounding dense urban area. The young planners acknowledged the importance to retain the multi-modal traffic flows and access points to keep the city centre alive. Thus they attributed priorities to competing uses while composing with the diverse characteristics of the road and its main crossings. They identified central cultural destinations, connected them across the road with ingenious designs and invented new uses for pedestrian flows along the road, sheltered by new tree lines.

The downtown southern road (DSR) could be a noisy, polluting but incomplete 4-6 lane ring road designated to curb traffic congestion. It is severing the inner city from the adjacent urban expansion. The young planners proposed design solutions for critical points which would complete and transform this wide avenue into a user friendly boulevard and attenuate adverse effects on adjacent areas. Basing design interventions on sound to establish adjacent uses undisturbed by traffic noise was an original idea.

FUTURE: INTRODUCTION TO PART 3 TRANSFORMATION AT CITY LEVEL

- The third and final part of the European Urban Summer School presented the most ambitious challenge. How to understand cities and their dynamic as a whole? How to detect, understand and anticipate change, and how to assess its favourable or adverse impacts on the city as a whole, its wider region, but also on particular areas, people and their livelihood? Both the heritage and the regeneration question are important in this discussion, together with how to balance them against each other to the benefit of the city as a whole and its longer term future which should aim to become sustainable.
- Several approaches can be taken to this complex task. Politicians would approach it by imagining a vision, a long term perspective, a dream as Tomasz Ossowicz chose to call his idea of the future of his city. Such visions can emphasise the visual physical picture of the city, the image it would project to

the world in which it needs to compete. From a standpoint of the city and its options for the future, its decision makers have to make choices at present to secure the future prosperity of the city, but nobody can really know the longer term repercussions of these choices. Thus imagining the future of the city is an exciting business but one which carries large risks and responsibilities. How to limit the possibility of getting it wrong, especially in current turbulent times with their rapid and unpredictable changes? Knowledge and understanding of both the present and the past of the city are certainly an important investment into future development strategies. Imagining them as loose frameworks sufficiently flexible to be adapted to new demands and discoveries is another way of preparing for new eventualities. Finding a balance between decisions which can be implemented with confidence and others which may safely be left to decide at future dates constitutes the art of the possible for politicians and the professionals of the built environment. This may demand both imagination and humility, trust in others to give views and advice, as well as robust governance structures which can accommodate implementation as well as adaptation.

A city is not an island and many influences come from the outside and will remain beyond the control of the city stakeholders and their actions. Some are tempting, especially in the current climate of competition between cities in a globalising world, when marketing, city branding and publicising are the going currency. While such tactics may be unavoidable, nothing replaces solid knowledge, intellectual understanding, as well as a feel and emotional empathy with one's city to imagine a successful and sustainable future for the city and its current inhabitants, as well as its newcomers which will bring the new blood not only to keep it alive but to make it thrive.

Cities have undergone enormous change over recent years, not least in terms of scale and speed of change. While plans are made up and futures are imagined cities are continuously changing

and any static image will be out of date. Thus new ways of representation have to be invented, relying on constantly innovating tools and technologies.

- A sign of strength is to be single minded about discovering the city's weaknesses, its dysfunctions and pathologies. Far from hiding them away, they should become part of public debate to trigger ideas from those who have a sense of belonging and ownership of the city and care for its future. Technical knowledge is of the essence, and those who decide about the city future can be assisted by tools of modelling and simulation for policy making, but inspiration can also come from poets and novelists who use the city as their backcloth to their narratives.
- Ultimately it is a matter of coping with the city, not just understanding it. It will never be easy to steer overall spatial and functional development and accommodate and transform the longer term evolution of a city in a sustainable direction, be it by managing its growth, limiting the damage of its decline and remaining vigilant regarding its change. Nothing guarantees success, but putting energy and passion into visions and action can help create a better future for the city and its citizens.

TASKS FOR YOUNG PLANNERS PART 3

The third task was dealing with the complex issue of understanding urban structure and urban growth and exploring what type of contributions to city growth would generate transformations which would lead to a new sustainable urban form in the longer term. <

A comprehensive study visit through the wider city and beyond introduced students and tutors to Wrocław's peculiar city structure with its large housing estates from communist times, underused industrial areas, considerable land reserves, remote villages, urban sprawl and a number of large scale structural interventions under construction which are likely to change the scope and shape of the city structure. <

The young planners were asked to analyse these spatial and possibly economic growth drivers and the new magnets, such as the stadium for EURO 2012, roads of metropolitan importance and the new airport expansion, techno- and business parks on the city fringe and many shopping malls often located on green field sites. From that understanding they were asked to explore what new spatial patterns and layers they would generate, within what cultural and social context, and with what governance. Students were expected to experiment with efficient and sustainable models of growth using Wrocław as their case study. This work was expected to produce ideas, diagrams, governance structures, and general concepts of spatial organisation. <

Meta-spatial strategies were presented and models and simulations, together with applications and interpretations, to assist students in their task of exploring models of dynamic sustainable urban forms. <

FUTURE: NEW FORM OF THE CITY

PART 3



EDUCATION

OPENESS

IDENTITY

PHYSICAL
STRUCTURE

MULTI CULTURAL
HI!
OLA!
CESĆ!
CIAO!
TUNG!

UNIVERSITY
INDUSTRY
TECHNOLOGY
IDENTITY

UP-TO

JOSEFINA LÓPEZ GALDEANO SPAIN / ROMANIA / ITALY

Cities entered a transformative logic since the nineteen-eighties. The main reason for this transformation was the industrial crisis that took place between the late seventies and early eighties. The current economic crisis is also altering the context of cities dramatically and will provoke a great impact on their future.

INTRODUCTION

> Cities are going through a profound metamorphosis, a transformation of their productive systems, crystallised in physical and symbolic space. In the logic of competitiveness and economic growth, understood as a synonym of social progress, this metamorphosis is often led by the implementation of urban strategic plans. Here strategic plans are understood as defined by Borja and Castells (1998) as *'a city project that unifies diagnoses, specifies public and private actions and establishes a coherent framework mobilising the cooperation of urban social actors.'*

STRATEGIC URBAN PLANNING, INTEGRATED URBAN PLANNING AND URBAN REGENERATION

> Strategic urban planning processes are motivated by the search for an improvement in the level of public-private cooperation, the wish to coordinate activity, the wish to launch revitalisation processes and even to follow others. They are unifying diagnoses, specifies public and private actions and establish a coherent mobilisation framework for the cooperation of urban social actors. A participative process is a priority when defining contents, as this process will be the basis for the viability of the objectives and actions proposed. As stated by Borja and Castells (1998) the result of the strategic plan should not necessarily be the creation of regulations or a government programme, but rather a policy contract between public institutions and civil society. For this reason, the process following the approval of the plan and the monitoring and implementation of measures

or actions ensuing the plan are just as important or even more so than the process of elaboration and consensual approval of strategic urban planning (Borja & Castells, 1998).

The integrated urban planning approach takes a slightly different stance. Some of the concepts on which it is based are mentioned below:

- it addresses a combination of social, economic, planning, construction and management issues,
- it unifies diagnoses, specifies public and private actions and establishes a coherent mobilisation framework for the cooperation of urban social actors,
- it is based on public-private cooperation,
- it demands a participative process.

The result of the process is a policy contract between public institutions and civil society.

Both, integration and strategic processes, are fundamental in urban planning when working with the city as whole, physically, economically and socially.

Over the last decade or so there has been a shift in urban policy. The keyword has become regeneration. Urban regeneration is a complex combination of social, economic, planning, construction and management activities. These elements of urban regeneration are brought together to improve social sustainability and economic stability, together with the infrastructure of a specific area. Regeneration areas frequently encompass long-standing communities from lower income groups. Experiences of successful regeneration demonstrate that urban regeneration is most effective when it is delivered in partnership with those groups and organisations best placed to influence the success of urban regeneration projects.

NEIGHBOURHOOD'S POLICIES IN WESTERN EUROPE

Under pressure from unplanned metropolitan growth and various economic crises, a number of negative factors have been developed in urban areas, such as incompatible land uses, traffic

congestion, air pollution, etc. The damaging influence of these factors caused various forms and degrees of decline, especially in historic centres. In the more depressed areas, the loss of the wealthier population and businesses, combined with uncertainty with regard to the future of these areas, resulted in environmental neglect and physical decay. In turn, this has contributed to further economic decline and social degradation in a vicious circle. Such acute congestion problems, environmental-architectural degradation and the need for accessibility of such cultural, commercial and business centres have made active policies necessary.

- > Equally, over the last decades there has been a fairly constant sense of disquiet about the way in which many local neighbourhoods have not been the proper focus of policy and have suffered economically, socially and environmentally. Problems around city neighbourhoods were exacerbated by the movement of people, retail and work to the suburbs. It created urban sprawl and effectively robbed many city neighbourhoods of much of their amenities, social mix and political influence. It also helped to break down local networks and friendships – and contributed to continuing social polarisation.
- > Many practices have been carried out in Europe to address these issues during the last decades and different forms of integrative city development can be founded throughout Europe since the early 1980s. Some of these examples enable us to understand how the main concepts and practices of strategic and integrated urban planning and development have evolved. The planning principles underlying these new approaches are described below for selected countries and at European level.

**QUARTIERSMANAGEMENT
 (NEIGHBOURHOOD MANAGEMENT, GERMANY)**

- > A federal/state programme '*Districts with Special Development Needs – the Socially Integrative City*' addresses areas where multiple urban development

issues overlap, and where numerous problems are intertwined and mutually reinforcing. The objective of the Socially Integrative City programme is to foster and promote future-oriented urban development. In order for the targeted districts to develop, the specific issues of social, economic, ecological, and urban development facing them are taken into account together, and local people and institutions are brought into the planning process.

**CONTRATS DE VILLE
 (PLANNING CONTRACTS, FRANCE)**

The '*Politique de la Ville*' is an inter-departmental policy in which many ministries are involved in the financing of this cross-border policy. The five principles of '*Politique de la Ville*' (Urban Policy) are:

- area-based priorities (concentrating efforts on particular neighbourhoods),
- drawing up concrete projects,
- specific areas and projects have to be closely linked,
- transversal and partnership approach,
- contractualisation (the contract is a formal way to structure a partnership and allow a clear definition of the management system for the regeneration policy).

Over time, and following a more global strategy the '*Politique de la Ville*' has shifted from a targeted, area based programme to a more global and integrated strategy with the ambition to manage a sustainable development process.

**CONTRATTI DI QUARTIERE
 (NEIGHBOURHOOD CONTRACTS, ITALY)**

In the early 1990s the Italian state financed several programmes intended to promote integrated urban development through public-private partnerships. One of the instruments are '*Contratti di quartiere*', neighbourhood contracts for promoting housing quality, employment and social integration. These programmes provide for interventions in the fields of building and town planning; actions and measures to foster social development and

increase the employment available; an integrated approach and inter-sectoral cooperation within the public administration; involvement of the inhabitants and other organisations present in the locality. Their aim is to devise policies of local development and to encourage an active role for the members of the community and gives them the opportunity to make proposals during the various phases of planning and intervention. One component among all others assumes basic importance within this plan of action, namely the premise that these operations are based primarily on the social participation of the residents. This amounts to a sort of renaissance, concerted from below, of the most degraded districts of the city.

SINGLE REGENERATION BUDGET CHALLENGE FUND (UNITED KINGDOM)

- > The City Challenge, launched in 1991, and its successor, the Single Regeneration Budget Challenge Fund introduced in 1994, were major departures from previous, centrally defined urban policies. The Single Regeneration Budget was launched as the SRB Challenge Fund, with the first schemes going live in 1995. It was created from the merger of 20 separate programmes from 5 government departments. It had the holistic aim to improve the quality of life for those living and working in the most disadvantaged areas; and to reduce the gap between disadvantaged and other areas, and between different groups. Two key elements of the SRB are partnership and community involvement with a robust partnership of public, private, voluntary and community sectors, and with financial governance via an accountable body.

EUROPEAN UNION (EU)

- > At the European Union level, these experiences constituted the base of the Urban Pilot Projects and the URBAN Community Initiatives aimed at deprived neighbourhoods (Urban I and Urban II) during two programming periods (1994-1999 and 2000-2006).

The principles of these programmes were based on:

- **identification of a coherent geographic area**; the proposal had to demonstrate the need for economic and social regeneration or a situation of urban crisis; this was carried out by using relevant indicators, producing an in-depth survey of the existing situation, an exploration of trends, and mapping of the existing problems and opportunities,
- **definition of an urban regeneration strategy** to maximise the impact of the interventions and the visibility of the area and to emphasise the distinct role of the proposed actions,
- **creation of an organisational framework** to promote public-private partnerships and participation.

Main key features of the Urban Community Initiative were:

- an integrated approach to issues which elsewhere are often treated in isolation: reinforcing competitiveness; tackling social exclusion; and physical and environmental regeneration,
- a high profile for EU priorities, such as the integration of immigrant communities, sustainable development, equal opportunities and the information society.

Programmes are run at the local level, close to people and their problems. Local authorities are involved in the running of two thirds of the programmes. Urban areas are being enabled to help themselves.

These programmes generated close involvement of local communities, who participated in the drafting of over 80% of the programmes. The participation of the local community is a precondition of programme effectiveness, not least when it comes to tackling issues of social exclusion or the local environment.

CONCLUSIONS

- > New economic forces operating at a global scale have widened the differences in the fortunes of cities. This has increased the competition between cities to attract investment and increased the urgency of economic objectives in urban policy. States have usually responded with deregulatory strategies and the private sector has obtained a more powerful role in decision-making. Although certain goals of planning, such as the protection of the environment remain important, the emphasis among various objectives have changed. For example, economic development planning, especially in old cities that have suffered from the decline of manufacturing, has come to the fore.
- > Different forms of integrative city development have also been put in place for the benefit of the citizens and to enhance sustainable development. If strategic and integrated planning in cities is carried out as cooperative processes, and if a reasonable degree of common involvement is reached between the administration, businesses and a wide representation of social agents, integrated planning will eventually improve city management and the quality of life of citizens. The following features are contributing to this approach.
- > The logic of large urban projects gives its own entity to the city as whole. From an urban design point of view comprehensive and integrated plans break with the physical and mental barriers that have kept inner city neighbourhoods isolated. Such plans provide neighbourhoods with a 'new centrality' through infrastructure and tertiary uses.
- > 'City marketing' can have the effect of creating a collective identity for the city as a whole, while regeneration programmes can claim some success in specific areas in terms of physical renewal of public space, development of commercial properties, and provision of new and refurbished homes (although not necessarily on the scale and in the forms needed). A drawback is that, frequently, regeneration sells short the interests of those living in disadvantaged neighbourhoods.

At their meeting in Toledo in 2010 the Ministers of Urban Development of the European Union formalised a commitment to apply a proposal for integrated urban regeneration. **The Declaration of Toledo** sets out the European Union's political commitment to define and apply integrated urban regeneration as one of the key tools of the EU 2020 Strategy. They underlined an integrated urban policy approach as a critical factor behind short and medium-term economic competitiveness of a sustainable economy. The ministers also defined the role of cities and urban environments in reaching the goals set out in the recently approved 2020 Strategy. Therefore, integrated urban regeneration, together with the renovation of homes and buildings, will be the two main tools that the Ministers for Housing and Urban Development to build more sustainable and more integrating cities. What are they going to do with these tools? What are we going to do with them?

THINKING AT THE MEGA-REGIONAL SCALE

THE CASES OF THE SOUTHERN EUROPEAN DIAGONAL AND THAMES GATEWAY

JUDITH RYSER UK / SPAIN

This contribution focuses on the regional context of spatial development. It argues that in a globalising world, spatial planning can no longer be undertaken in geographic isolation by solely focusing on a particular area, usually determined by administrative boundaries and political competences. Spatial planning needs to explore various scales simultaneously – others call them ‘layers’ in this book – identifying key issues at each level, discovering their interdependence and relating them to each other. This is particularly relevant for a city like Wrocław with its extremely turbulent history of spatial-political transformation and identity and changing relations with its surrounding regions and countries during its existence.

INTRODUCTION

- > Regions used to be the weak link between nations and local authorities, often without an elected government and very limited competences. At a time when cities assume an increasingly important role in the local and global economy their regional position and influence matter at both national and international levels. ‘Shrinking’ space, owing to ever speedier means of communication, contributes to the importance of regional spatial strategies, not least for infrastructure investment.
- > Beyond American planning traditions, the first mega-region was conceived in the 1960s for the north eastern coast of the USA where several supra-regional development strategies were implemented successfully. Since then nine other mega-regions were construed in the USA which are pursuing supra-regional policies to achieve economic prosperity. Together these policies led to the current proposal of a national strategic spatial plan for the USA as a whole (Knowledge creation and sharing planning workshops, 2004 & 2005).



1. ‘Blue Banana’

The frantic development pace in some emerging countries have produced similar meta-regions. In Asia the Tokyo – Osaka corridor in Japan, the Pearl Delta, or the conurbations around Shanghai and Beijing in China can be construed as a meta-regions in their own right.

The paper discusses the key concepts, origins and rationale of large scale spatial strategies which aim to foster sustainable development by means of competition, cooperation, complementarity and self-reliance. It illustrates these with two types of meta-regional strategic thinking: Building the European Diagonal (Ryser, 2008) conceived by the Fundacion Metropoli in Madrid in cooperation with partners of the Proyecto Cities network; and the Thames Gateway, a politically driven spatial mega-strategy for the East of London.

EUROPEAN MEGA-REGIONS

In Europe, the Randstad and the Ruhr come to mind as mega-regions, besides many other emerging mega-regions within the framework of the European Spatial Development Strategy (ESDP).

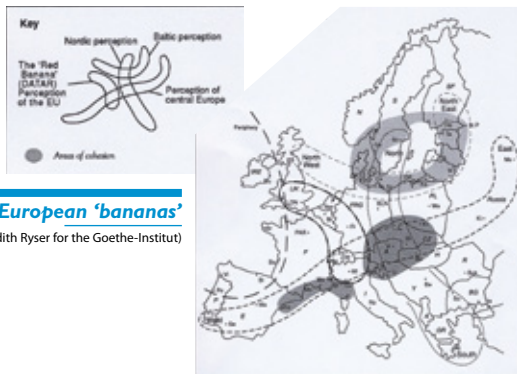
EUROPEAN ‘BANANAS’

RECLUS, a group of geographers led by Roger Brunet devised the ‘blue banana’ in 1989 to warn French decision makers that France could be left out of Western Europe’s emerging Megalopolis due to excessive centralisation on Paris. DATAR¹ published the ‘blue banana’ concept (Fig. 1). It encompassed the most dynamic and urbanised mega-region of Europe, comprising London – Brussels – Amsterdam – Cologne – Frankfurt and Milan while omitting Paris. It also contained important barriers, such as the Channel, the North Sea and the Alps. In macro-economic terms, the ‘blue banana’ was perceived as a backbone to strengthen industry and services in the then European Community of (then) 12 member states. It was based on historic trade routes, large industrial conglomerations (Manchester, the Randstad, the Ruhr, coal mining areas in the Walloon region and the Lorraine, etc.) which bore the consequences

¹ DATAR: Delegation a l’Aménagement du Territoire et de l’Action Regionale, a French government organisation in charge of national spatial strategies, now DIACT, Delegation Interministerielle a l’Aménagement et a la Competitivite des Territoires.

of capital accumulation. Contrary to the initial intension of extending this potential development corridor to other cities, the blue banana region became economically even more powerful in attracting businesses, inward investment and innovation, as well as international organisations.

- > Nevertheless, already then a southern 'golden banana', (ranging from west of Valencia to Genoa, Fig. 2) was conceived to accommodate modern industries, such as electronics, aeroplane manufacture and R&D in advanced sciences with the ambition to become Europe's sunbelt and counterpart of Silicon Valley.
- > A comparative analysis of urban development in Europe after the re-unification of Germany (Ryser, 1991, 1993, 1998) produced a series of historic 'banana' linkages (Fig. 3). They include connections by sea between ports of the Mediterranean and extending to the heart of the European continent, Hanseatic cities in the Baltic realm, trade routes along the Danube and the Visigoth concentration of industry in central Europe, with Wrocław belonging to at least two of these groupings. The study illustrates my notion of 'archaeology of spatial memory'.



3. European 'bananas'
 (Judith Ryser for the Goethe-Institut)

**SPATIAL REPERCUSSIONS
 > OF GLOBALISATION ON EUROPE**

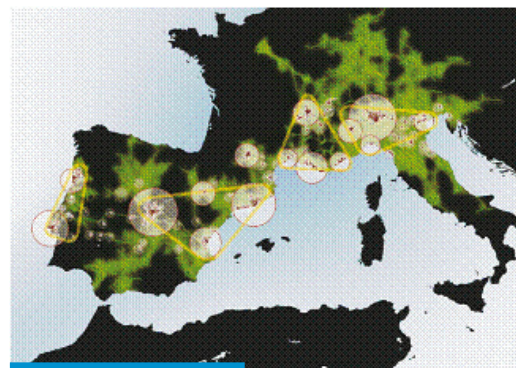
With the emergence of globalisation conventional wisdom postulated that all economic power is concentrated in the north west of the European Union (EU). The 'banana' had evolved into a 'Pentagon' (Fig. 4) comprising some 83 million



population which constitutes the sole European polycentric metropolis capable of competing in the global economy (Hall, Pain, 2006). However, the Pentagon, driven by its key cities: London, Paris, Frankfurt, Cologne, Hamburg, Brussels, the Randstad, Zürich, Geneva, Lyon, Turin, Milan is in contradiction with EU policy of territorial economic and social integration. One of the fundamental political objectives of the EU remains the eradication of regional disparities and the promotion of socio-economic integration, meaning that the less affluent regions are entitled to benefit most from EU solidarity. The concept of the southern European Diagonal fits into this rebalancing perspective.

EUROPEAN SPATIAL DEVELOPMENT PERSPECTIVE

The European Union (EU) has no jurisdiction over planning or urban policies, guarded jealously by the Nation States. Yet the EU has competence over spatial policies aimed at redressing regional disparities and fostering economic and social cohesion within the EU space. Considered the drivers of regional prosperity cities were included in the regional spatial development scenarios explored by the European Union before the Council of Europe² produced the European Spatial Development Perspective (see also Faludi, 2006). The EU adopted the ESDP which became part of the guiding principles for the allocation of the considerable regional structural funds aimed to assist the less developed regions. This includes investment in high speed rail (Fig. 5) which can bring greater spatial justice to lesser developed regions.



5. TEN (high speed rail) and their socio-economic influence on connectivity, study by Fabio Casioli.

4. Pentagon and European Diagonal (West East Connection with Diagonal cities)



2. External connections

² European Conference of Ministers responsible for Regional/Spatial Planning (CEMAT). European Spatial Development Perspective (ESDP), Potsdam 1999.

- > A plank of the ESDP is polycentric development. This means that dynamic cities should not only compete, but cooperate and develop complementary characteristics of excellence. Polycentric networks would be able to absorb the weaker settlements within their region while becoming competitive as a whole in a globalising world.
- > Dealing with this dilemma the United Nations Economic Commission for Europe *'redefined the public interest for territorial development'* in cooperation with the Council of Europe (UN EC, 2006). They postulated the general adoption of polycentric city networks throughout a wider European region where many countries are aspiring to EU membership. After the demise of communism these countries incorporated the ESDP principles into their new planning systems to further their accession chances. Thus they endeavoured to link their cities to others, including across national borders, sometimes regardless of the viability of such networks in economic and social terms.

CURRENT URBAN AND REGIONAL DYNAMIC IN EUROPE

- > Spatial development does not stand still. During the EU enlargement process, both settlement structures and urban economies have changed dramatically. Many cities were re-connecting with their historic hinterlands, especially in those regions which had been severed by the iron curtain. Examples are the Vienna conurbation where 'Centropole' (Central European Region), an alliance of politicians from Lower Austria and surrounding regions of Hungary, Slovakia and the Czech Republic is devising a spatial economic development strategy, and Berlin which is cooperating with both shrinking cities and new dynamic places in Brandenburg and parts of Poland.
- > With the EU 2004 and 2007 enlargements, EU resources had shifted to the latest newcomers from the more deprived east among the 27 EU member states to establish both 'hard' and 'soft' connections considered necessary, including at the mega-regional level to foster a knowledge society throughout Europe. One of the most ambitious

mega-regional EU project is to strengthen the north south links between the Baltic and the Adriatic (Fig. 6). This would benefit Wrocław as it is situated at the crossroads of two of these corridors which provide an incentive to conceive spatial development strategies regionally and even across national boundaries.

The concept of a southern European meta-region as a counterpoint to the north western European 'Pentagon' has built on these geopolitical shifts, aware that it could also benefit from the overlap between the 'Diagonal' and the 'Pentagon' with Milan, Italy's most powerful city, as the key articulation.



6. Baltic Adriatic EU corridors

In the longer term though cities and regions need to become more self-reliant, take stock and raise awareness of their own indigenous strengths and weaknesses and identify what they can gain from wider spatial cooperation, especially since the global economic crisis.

THE EUROPEAN DIAGONAL

The European Diagonal concept has been conceived by the Fundacion Metropoli (Ryser, 2008) to valorise the European south. It is based on its indigenous, historic, socio-cultural, economic,

environmental and physical assets and, most importantly, its dynamic underpinned by political leadership and entrepreneurial spirit. This mega-region, comprising some 31 million population concentrated in its major cities, has an enormous potential for economies of scale and scope. Its challenge is to harness its genius loci, rely on its cultural ties and harness its own resources to achieve a prosperous future.

‘HARD’ CONNECTIONS

> The European south had prospered with EU membership. ‘Hard’ connections have been established within and across national borders in the south and the Trans-European Networks (TENs) – the high speed rail network – and the motorway road system – are still being extended. Better connections are also being established between Mediterranean sea ports, while southern airports are targeting and consolidating regional trans-national routes. Together these ‘hard’ connections created greater integration within the southern European mega-region and were accelerating its economic growth which was twice that of the north until the global economic crisis, albeit from a lower point of departure.

‘SOFT’ CONNECTIONS

> The shift of funds from the south to the eastern regions of the EU left the south to fend for itself. This has generated a greater reliance on ‘soft’ connections, such as complementary specialisation of cities, networking of knowledge centres, pooling of resources to develop innovative technologies, learning from each others’ governance and human capacity building, comparing and sharing experiences of concrete realisations, etc. Establishing ‘soft’ connections has great potential to enhance regional economic cooperation in mega-regions. New cross-border allegiances were forged between sub-regions, such as cooperation across the Alps between Grenoble, Lyon, Turin and the Ligurian coast. Within countries, closer ties were established between city networks, such

as Milan, Genoa and Turin; however other cities remained in competition such as Nice, Marseille and Aix-en-Provence.

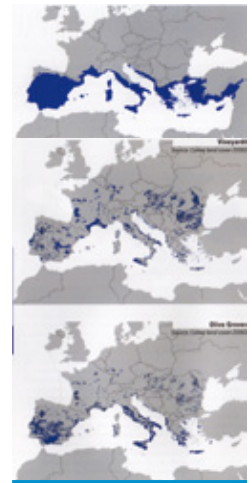
COMMUNALITIES

There are many communalities throughout the Diagonal, both historic and contemporary. Ancient Greater Greece, the Roman Empire, the Habsburg reign of the 16th century, the Muslim world of 1700 encompassed large areas of the Diagonal, the Genoa Republic of Liguria reached across to-day’s France and Italy in the 18th century, while Catalan and Basque speaking populations continue to live across France and Spain.

Common material features of the Diagonal include olive groves, vineyards, fertile soil, a clement climate with many days of sunshine throughout the year. Its ‘common’ the Mediterranean sea (*mare nostrum*) fostered trade and cultural exchanges since times memorial (Fig. 7). Its potential for renewable energies from wave, wind, solar, geothermal and bio-mass power is a particularly timely asset. It shares a young and educated population and an economic Diaspora connecting the European Diagonal to other continents and, until recently a buoyant economy. Besides a rich common cultural heritage comprising cities, landscapes and nature it can draw on a well connected urban network with rich historic assets. The European south enjoys an easy going lifestyle, thereby attracting activities, people, second homes and a broad range of tourism. They all contribute to its cultural diversity and high quality of life, symbolised by its widely coveted café society.

BARRIERS

There exist also many physical barriers in the European south, not least the Alps and the Pyrenees, yet, ancient trade routes and military conquests have been able to overcome them. At present, the EU brings its nation states closer together, inter alia through costly infrastructure which has greatly improved connections within the south. ‘Soft’ barriers include language. Since the



7. Cultural communalities: nature and cultivations

Latin language lost its prominence, the south does not have a *lingua franca* akin to English in the north. Yet, its diversity adds to its desirable lifestyle and contributes to the richness of this region. The south also shares comprehensive problems, such as water shortage, desertification, recurrent forest fires, soil erosion, excessive exposure to immigration, and dependence on widely fluctuating seasonal activities such as tourism. In facing its challenges the south would gain from a shared approach to harnessing its compatible assets and developing solutions and technologies in common.

LEADERSHIP

- > The Diagonal concept exists to inspire those who are in a position to make use of these underlying reflections and willing to incorporate them into their strategic thinking. True to its pro-active approach the Fundacion Metropoli mobilised initially the mayors of five cities: Lisbon, Madrid, Barcelona, Marseille and Milan, together with a number of chief executives at the head of large scale development projects within this meta region of a fast growing urban population. These leaders have been co-opted to a first exploration of the Diagonal concept and asked to identify concrete projects which could be of common interest.
- > The support of decision makers involved in large scale interventions is crucial for the approach of the European Diagonal as it aims at concrete projects. Contrary to conventional land use planning the protagonists of the Diagonal do not propose formal plans and procedural, prescriptive, regulatory or legalistic processes. Instead, they are counting on leadership, vision and ambition, risk taking and bold, large scale commitments toward innovative urban transformations. In this sense, the concept of the European Diagonal is not a traditional planning tool; it is a dynamic instrument capable of mobilising key stakeholders into cooperation to get creative ideas translated into reality.
- > The Diagonal concept rests on the view that its communalities could become a basis for large scale allegiances which would devise long term

strategies to the benefit of the meta-region as a whole and thus place it into a globally competitive position.

SCALING

The Diagonal concept is an instrument to devise a spatial strategic vision, building on the many unique components and clusters of excellence which already exist in this mega-region and from which innovative economic, social, cultural and environmental initiatives can evolve at different scales. At the centre of the Diagonal concept is a spatial vision for the whole region within Europe, starting from its experimental core, the five cities in Portugal, Spain, France and Italy. Conceived as an 'Ecosystem of Innovation', elaborated below, the Diagonal is open-ended in time and space, capable of scaling up and down. It can reach across continents, as well as creating clusters and polycentric city networks and taking advantage of local innovative initiatives (Fig. 8a).

META-SCALE

In Europe the Diagonal can reach eastwards to the central European regions, reviving ancient connections while building on a new dynamic which they have acquired by joining the European Union. Beyond Europe, the Diagonal has a great potential of strengthening its network of cooperation with Latin America and the Mediterranean basin.

Already the mayor of Casablanca who considers his city as the gateway of the north to the African south is keen on the Diagonal concept and sees connections between his city's own development needs and many common strategic development opportunities.

THE DIAMOND CONCEPT

Within this broad conceptual framework of the European Diagonal implementation of specific innovative development strategies requires a step by step approach. It needs to take place at various scales with interactions between them,

8a&b. Diagonal, its Diamonds and linkages between and beyond



³ The concept of urban Diamond was borrowed from the region of Antwerp, Brussels and Gent, coined as the Flemish Diamond.

as well as between and within layers of common interests. Cities and networks of cities are the level at which Diagonal-wide visions can be translated into practice. For that reason the Diagonal is structured into a series of smaller scale spatial configurations within which cooperation can facilitate implementation.

- > As different initiatives require actions at different scales, the Diagonal is conceived as a multivariate assemblage of cities, regions, local specificities, functional communalities and economic development goals. They are best realised by operating simultaneously at different scales while establishing vertical connections within this dynamic. This ‘urban ecosystem’ idea led to the conception of ‘urban diamonds’ within the Diagonal³ (Fig. 8b).
- > Urban Diamonds include smaller cities and can benefit the hinterland between them. Such Diamonds have their own development dynamic, but it might be in their interest to establish functional synergies beyond individual Diamonds with other Diamonds across national boundaries. One political virtue of the Diamond concept is that smaller cities can act as catalysts of cooperation between larger rivals.

CITY SCALE

- > The crucial scale at which dynamic innovation can be generated is the city level. Cities have become the key drivers of the economy in a globalising world. They need to initiate progress and change and remain constantly ready to respond to new geo-political events and scientific developments. Thus understanding cities, how they function at present, what has influenced their development in the past and how they can constantly reinvent themselves and realise their potential to remain competitive in the future is of the essence. The five core cities have participated actively in contributing the necessary knowledge base to understand their individual dynamic and explore how they could establish synergies to reach an increasingly efficient use of their assets and

resources. The ProyectoCities methodology used to analyse these cities and examples of innovative projects is presented in the next section.

GRASS-ROOT SCALE

At an even finer grain, dynamic urban interest groups influence the future of their local areas and sometimes beyond. They act from the bottom up, through their creativity and commitment to their adopted spaces and places. Often they take on neglected ‘spaces-in-between’ which they regenerate and return to the urban public realm. Once restored such spaces tend to undergo gentrification. They are reclaimed by others, such as land owners, public authorities, developers, etc, after the interventions of those who have acted on these spaces – derelict sites or abandoned buildings – have generated value which are then paradoxically beyond their means.

Ambiguously, initiators of such place-bound urban change – often artists, marginals, activists, those attached emotionally to their area – are recognised as creative forces capable of regenerating urban spaces and even breathing new life into areas beyond. However, officialdom and profit motives tend to overrun them eventually. By gentrifying such newly regenerated areas newcomers push out the initiators of creative urban transformations without compensation, and affect existing local communities adversely which may have benefited from the initial creative regeneration efforts. Unable to afford the new real estate costs they are forced to move out while the transient creative forces seek abandoned ‘non-places’ elsewhere. This raises the issue of gentrification and whether it is a compulsory by-product of the urban regeneration process.

SCALING AND DIALECTIC

Contradictions between the many diverse interests are unavoidable at these or other spatial levels, ranging from supra – super – meta – mega regional scales to cities and neighbourhoods. While the protagonists of urban innovation

resort to temporary allegiances to advance specific projects, their exposure to different interest groups contributes to general territorial and knowledge capacity building. Whether in the form of participation or confrontation, the dialectic between divergent interest groups remains a creative engine which breeds innovation through experimentation and direct action.

- > At all scales, the most creative actors who wish to change and improve their cities and regions can benefit from large scale cityscape and cityscope synergies and their potential to further their ambitions. In reverse, Diagonal-wide innovation strategies can draw on creative interventions at every scale. This scaling dialectic reflects southern unity in diversity.

**SPATIAL DEVELOPMENT
BEYOND STATUTORY PLANNING
UNDERSTANDING, IMAGINING
AND MAKING SPACES**

- > The Fundacion Metropoli has developed its own approach to understanding, imagining and making spaces, combining research (investigation), project design (innovation), and institution building (incubation). Together these interdependent instruments used in sequence and alongside each other are able to generate creative visions for places in need of innovative regeneration and competitive development, and to mobilise actors capable of transforming ideas into reality. It is resorting to its ProyectoCities methodology and setting up 'agencies zero' with decision makers and resource holders outside existing institutions

to bring innovative developments to fruition by creating synergy between multiple initiatives at different scales.

PROYECTO CITIES METHODOLOGY

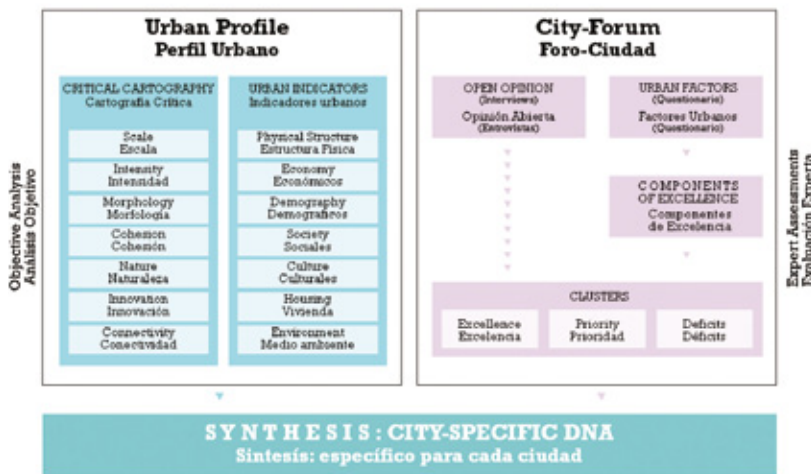
With its strategic partners, the Fundacion Metropoli has developed its Proyecto Cities methodology (Fig. 9) which has been applied to twenty pilot cities initially. Since then it is being refined to assist other urban and regional actors in their development strategies. The methodology consists of objective analysis, based on critical cartography (Fig. 10-13) and some two hundred urban indicators. A City Forum, composed of key protagonists and local decision makers, provides expert assessment. Drawing on informed local opinion and concrete experience the City Forum evaluates 'urban factors', identifies 'components of excellence' as well as deficits and establishes 'clusters of excellence' together with priorities for action. This pursuit of knowledge creation and sharing produces a synthesis: a sort of 'city specific DNA' as a basis of innovative urban and regional development strategies.

The analytical and practical knowledge of a city is a precondition and core asset of pertinent city development. This urban knowledge base is extended to a wider context, the city region, and also to neighbouring cities with potential polycentric links to constitute synergetic 'urban diamonds'. Moreover, cities may achieve mutual benefits from cooperating across a supra-regional level, in this case the Diagonal as a whole.

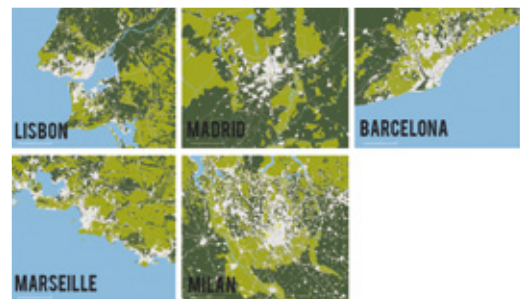
APPLYING THE PROYECTO CITIES METHODOLOGY TO THE DIAGONAL

The initial stage of the Diagonal project was to identify the 'DNAs' of the five selected core cities and to earmark examples of best practice with which they had been able to sustain an outstanding competitive edge. The innovative characteristics of these projects, specific to each city, carry lessons for other cities regarding governance, design, realisation and learning process for future steps of development.

PROYECTO CITIES



9. Urban Forum - Urban Profile



10. Proyecto Cities Example: morphology and nature

The typology of these cities was captured in terms of scale, intensity, morphology (Fig. 12), cohesion, nature (Fig. 10), innovation, and connectivity (Fig. 11). These features were identified and put into comparable form. Together with other city-specific characteristics (Fig. 13) they constitute their essential 'components of excellence'. The 'clusters of excellence' derived from this analysis form the basis of integrated spatial, economic, socio-cultural and environmental development, with a view to long term sustainable development.

- > Based on the findings of the ProyectoCities analysis, European Diagonal resorts to a multivariate and multi-timeframe approach providing flexibility in time and scale to implement innovative projects within this mega-region. Urban projects change and evolve during long term and large scale implementation, which takes place inevitably alongside urban development processes driven by their internal dynamic and existing power relations.
- > In this sense the southern European Diagonal development concept goes beyond traditional statutory planning, which tends to be confined to land use issues or national physical development criteria handed down to lower tiers (relying on a static understanding of space). Instead, the Diagonal rests on the notion of an 'urban ecosystem of innovation' with sustainability in mind to deal with uncertainty, risk, turbulence, environmental impacts and on-going long term trends of evolution.

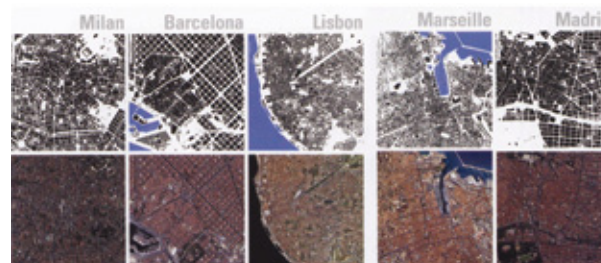
URBAN ECOSYSTEM OF INNOVATION

- > Systemic thinking in pursuit of synergetic effects was the chosen way of the Fundacion Metropoli (Ryser, 2010) to come to terms with the contradictory nature of urban development processes: phenomena of destruction and regeneration linked through relative space and time. It harnesses opposition and creative tension, and relies on dialectic interaction to reach consensus about a 'relational understanding of place' (Harvey, 2009) to generate mutual benefits for a period.

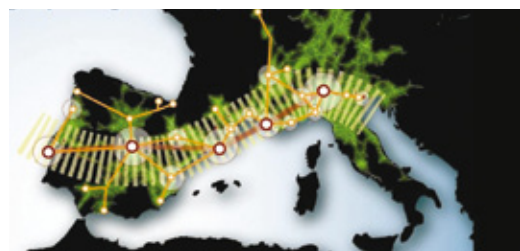
The starting premise is that global competitiveness depends on ecosystems of innovation in an interdependent world in which cities play a major role. Beyond polycentric city networking, urban ecosystems of innovation are drawing on key life forces in city regions to foster innovative processes towards sustainable development.

What this analogy borrows from biology is that living organisms are constantly engaged in a set of relationships with every other constituting element of the environment in which they exist. Steered by constant feedback organisms they are able to adapt to changing circumstances while evolving within the ecosystem and their surrounding environment. This they owe to their capacity of innovation and adaptation which constitute their force of survival and evolution in a competitive environment. Although tending toward stability, ecosystems are constantly unsettled by random unforeseen and unforeseeable events which may induce setbacks but can give rise to innovative change.

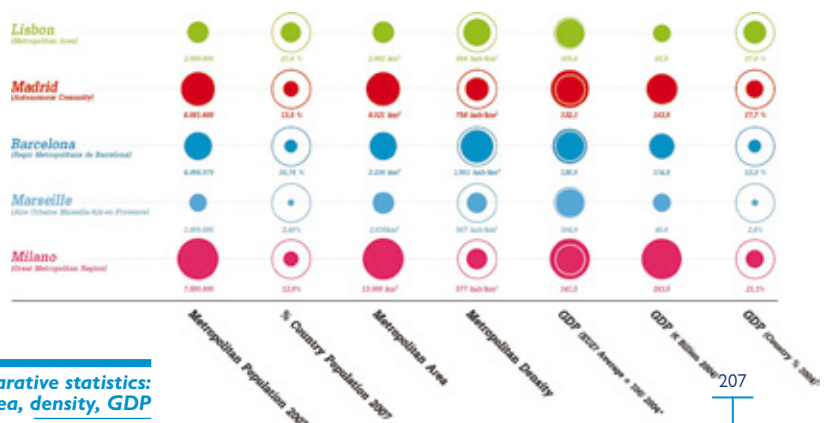
Similarly, cities and their components of excellence need to be adjustable to unpredictable changes introduced by physical or socio-economic forces within given constraints. Increasingly metropolitan in nature cities operate at a growing regional scale as relational, polycentric and a-spatial networks. Their pursuit of sustainable urban development goes far beyond spatial physical planning. They are responding to political dynamics, mobilising economic and social stakeholders and resorting to new models of operation. A prerequisite of innovative development is the ability of cities and regions to invent and set up novel institutional structures inclusive of vital driving forces and responsive to changing circumstances.



12. Proyecto Cities Comparison: scale, intensity, morphology, cohesion



11. Proyecto Cities Example: connectivity

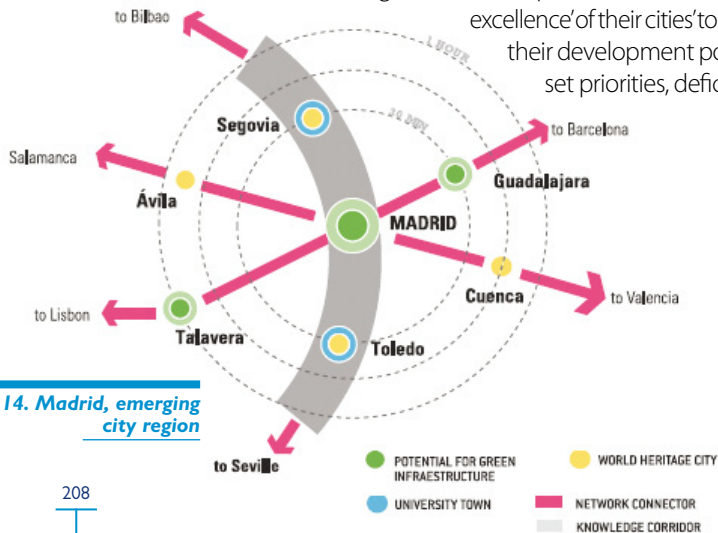


13. Proyecto Cities Comparative statistics: population, area, density, GDP

- > Cities remaining competitive through innovation resort to clusters of specificities which constitute them as 'ecosystems of innovation'. Concretely, in a knowledge society cities foster life long learning; support science and technology; attract, nurture and retain talent for innovative production and services; generate evidence based policies, tailor-made institutions geared to deal with change, innovative funding organisations and competitive settings for trade; and they promote cultural excellence and social harmony, together with fertile ground for the arts. Most importantly, they include a high quality and sustainable urban environment and a public realm where civic expression, chance encounters, freedom of speech and tolerance can flourish. They maintain a welfare system for the inhabitants, together with public accountability and ethics, which secure social order, safety and security, as well as openness which includes networking with the world at large.

THE DIAGONAL AS URBAN ECOSYSTEM OF INNOVATION

- > Translating this analogy with biology to the Diagonal situation, symbiotic relations between cities in the Diagonal would depend either on the specificities of each city and their complementarity, or on communalities in which cooperation and pooling resources would be mutually beneficial.
- > Before engaging in such mega-strategies, it is necessary to have a clear knowledge of the communalities, specificities, complementary characteristics as well as drawbacks which cities could mitigate through cooperation and complementarity. Applying the Proyecto Cities methodology to the five cities, and drawing on the experience of practitioners who have converted projects into material urban fabric have made the specific assets of these cities apparent. Interventions by protagonists of these cities show how able they were to build on their knowledge of the 'components and clusters of excellence' of their cities to identify their development potential, set priorities, deficits.



14. Madrid, emerging city region

FINDINGS

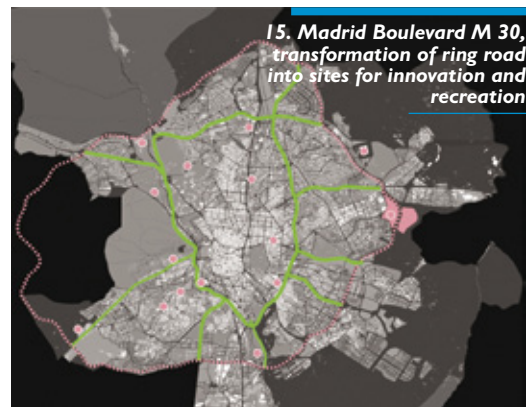
From the study of a number of cities in the Diagonal which have been regenerating themselves through sustainable innovation it has become apparent that the notion of ecosystems of innovation applies to different urban scales. It can relate to initiatives in specific locations of intense innovative processes, such as science parks or experimental laboratories; the city can act as an ecosystem itself; and even whole city regions can constitute ecosystems of innovation. What unites these experiences at different scales is that their long term perspective includes sustainability principles, akin to survival principles in biology. Like systemic principles in nature, these findings act as positive feedback. They help evaluate development strategies and governance put in charge of their implementation. A succinct presentation of selected projects should illustrate these premises.

LISBON, PORTUGAL

Lisbon is building on its successful legacy of the Parquexpo World Exhibition of 1998 (presented elsewhere in this book). Suffice to say that the management agency set up for that purpose is able to sell its expertise to other regeneration sites. Initiated by the public sector and implemented by the private sector, Parque das Nações has become a successful eastern expansion of the city, endowed with major infrastructure and transport connections with the city centre, with lessons for many brownfield sites throughout the Diagonal.

MADRID, SPAIN

Madrid has undergone enormous expansion and transformation since Spain's membership of the European Union. Until the financial crisis, its buoyant economy was attracting n-igrants and students. At the metropolitan scale, Madrid renewed and enlarged its public transport and road infrastructure, turned its airport into the sixth largest of Europe, and extended its central commercial spine into its expanding city-region (Fig. 14). It regenerated its urban fabric, rediscovered



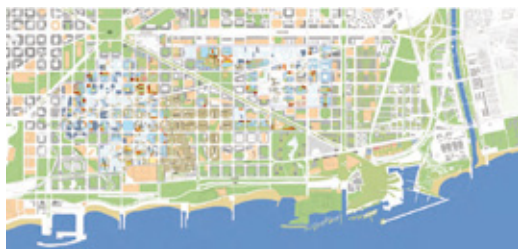
15. Madrid Boulevard M 30, transformation of ring road into sites for innovation and recreation

its culverted rivers, valorised its cultural assets and catered for the creative classes.

- > Madrid 30 Boulevard is a new urban development space gained by tunnelling the inner ring road to decongest the inner city where a third of Madrid's population lives. It frees a vast area encircling Madrid's almond shaped inner core and connects it to its dense urban surroundings.
- > Madrid's Olympic games bids for 2012 and 2016 were situated on this reclaimed site which will now be used for universities, incubation of creative firms, a major railway station, new central activities and sports facilities. Forming a vast green boulevard in the tradition of Madrid's public realm it will include gateways in all directions with ecological corridors connecting the inner city to the outer transportation ring. This ecological strategy of overcoming deep divides in the existing urban fabric is a lesson for many other Diagonal cities.

BARCELONA, SPAIN

- > Barcelona's initial large extension was planned by Ildefons Cerda in the 19th century with a grid structure. Barcelona had an expansionist policy since the liberation of Spain from the Franco regime and regenerated itself intensively from within as its topography constrained further expansion. Attracting world events (Olympic games, World Forum, FIFA world cup, World Architecture Festival, Trade Fair of Industrial Design) it transformed its waterfront, created large new public realm with beaches and mixed activities, and converted its traditional industry into places for the knowledge society. @22 is the latest large scale restructuring project (Fig. 16). It is turning grid blocks occupied by derelict factories into incubation premises, housing and cultural uses.
- > A new transport hierarchy throughout the Cerda block structure is freeing internal roads for slow traffic, cycles and to create a more viable public realm. Transforming a long standing city structure into a more sustainable environment can act as a model for other Diagonal cities.



16. Barcelona @22 regeneration of industrial fabric within restructured Cerda grid

MARSEILLE, FRANCE

Marseille, now second city of France, is transforming itself with enormous infrastructure investment. The public Euromediterranee company is and a complete renovation of the waterfront. Displacing the commercial port the Euromediterranee company is in charge of the transformation of the whole harbour area. and much of the inner city (Fig. 17). It has introduced new tram lines, refurbished the central railway station to accommodate high speed rail and renovated the extensive historic residential area. Before these substantive interventions, artists had occupied a disaffected tobacco factory near the central railway station and turned it into a place of experimental performance art and multimedia production, attracting other IT firms which made Marseille into the second media centre of France. While Europemediterranee learnt lessons from Lisbon' Expo, other cities can benefit from the innovative institutional regime set up by the artist cooperative to prohibit developer takeovers.



17. Marseille, urban transformation and waterfront regeneration – Belle de May media park

MILAN, ITALY

Milan has ambitious plans to completely restructure its urban fabric. Land freed by the dislocation of the trade fair to the edge of the city provides a unique occasion to regenerate the inner city, extending the city into the outskirts at high urban densities and replacing its old industrial fabric with premises for the 21st century economy of creative activities, fashion and design.

Conversely, the green wheel concept brings green wedges in spike form near the city centre and surrounds the city with much needed green lungs (Fig 18 & 19). Lessons drawn from the Diagonal cities Lisbon and Zaragoza for the world exhibition planned for 2015 are an incentive to bring both these development strategies to fruition. Conversely, the green-grey continuum instituted by Milan's green wheel is an innovative model for others.



19. Green wheel and densification at city gates



18. Milan: urban restructuring, displacing the Fair and devising a strategy for the city region



20. Skyscraper syndrome of urban transformations: ubiquitous modernity produced by star architects in Lisbon, Marseille, Milan, Barcelona, Madrid

KNOWLEDGE CREATION AND SHARING

- > These examples of large scale strategies illustrate that politicians, entrepreneurs, the knowledge and creative sectors and other urban drivers generated some 'unity in diversity'. They shared some common approaches which they adopted to diverse circumstances. What the Diagonal network explores is how to share lessons from such projects and their potential of wider application through open source exchange of knowledge, experience and best practice. Several Diagonal cities have attracted global inward investment to host successful world events, and derived a sustainable legacy from these events for their cities and regions. Many more cities have taken measures from within to compete successfully in the knowledge society. Most have established synergy between universities and techno-parks to constitute innovation hubs where scientific knowledge can be transformed into products and services and brought to market worldwide.

CREATING LIVEABLE CITIES

- > By their very nature cities are the catalysts of creative exchanges and innovation, of culture and stimulation, of progress and the many civilised freedoms enjoyed by contemporary society. Occasionally, the urban realm is the scene of changes for the better, achieved through public protests. On the whole though, urban regeneration, integration of cities with their hinterland, merging cityscapes and landscapes into urbanity are wilful initiatives of cities in their pursuit to remain competitive to the general benefit of their citizens by attracting creative and entrepreneurial newcomers, retaining and training their indigenous human resources and marketing their city. How city protagonists achieve this varies with their vested interests. More progressive decision makers may be persuaded that excellence of design, good maintenance and sustainability contribute to a win-win situation.

PUBLIC PARTICIPATION

Numerous examples show that the most liveable cities are those which mobilise the active participation of citizens in their well being. Obtaining the engagement of citizens, nurturing their sense of ownership for the places where they live, work, play and learn, and involving them in urban interaction are lengthy processes. They are subjected to the impatience of politicians though who depend on short election cycles and need to demonstrate tangible results, most easily achieved with physical interventions.

THE 'WOW' FACTOR

What distinguishes the development sector in how it intervenes in the urban fabric from those who inhabit it is that the former operates without emotional or cultural ties to the places it aims to transform, usually by demolition of the physical environment and destruction of the social fabric. Often supported by the corporate sector in its keenness of the 'wow' factor to attract investment and newcomers it resorts to architectural fashion to express power and dominance (Fig. 20). Propagated by star designers this finds its physical manifestation in ubiquitous sky scrapers, gated communities and private transport, often displacing existing people and activities.

CIVITAS

Creative expression is not confined to grand architectural statements. Individuals who live and work in cities often care for the urban spaces they occupy and identify with the existing physical and cultural heritage with which they interact. Many invest themselves actively in preserving their communities, regenerating the urban fabric and contributing innovative activities to the local economy. Examples are legions of local people who are attached to their environment and try to save it from destruction. Others like artists take over indeterminate spaces and put them back into use, as opposed to those without attachment who commodify these environments

for profitable monetary gain alone. Intermediaries whose stake in such places is the public interest may act with good intentions. The green wheel of Milan is a genuine effort to regenerate the city by greening it for the public good, but in this process it eliminates premises which constitute a collective memory for those who have roots there. The latter tend to acknowledge the need for change, the reality of the market economy and their alternative proposals allow for these constraints. Too often though such bottom up efforts stand little chance against corporate might. Local communities are forced to give up, move on and start again. Nevertheless, despite asymmetry of means, such efforts are influencing the legacy of city culture. They mobilise minds of citizens who feel disenfranchised and shape the responses of commercial players.

- > Sometimes they manage to persist in their pursuits which subsequently become an integrated part of mainstream urban renewal. For example, the take-over by artists of a redundant tobacco factory in Marseille and the conversion of these spaces into places of innovative entertainment, experimentation and learning has been supported by mainstream establishment figures such as Jean Nouvel who designed extra studios for them. Their contribution to urban regeneration is as important as the 'wow' factor transformations along the waterfront and may be more sustainable.

OUTSTANDING CHALLENGES FOR CITIES

- > Globalisation has accelerated mobility and, with it, cultural diversity and complexity. Cities are the receiving spaces of such enriching changes, but they are also the places where parts of urban society undergo loss of identity, fear of the other, social exclusion and poverty, growing economic inequality and political polarisation. Good city governance is of the essence to harness diversity positively and to prevent confrontation and conflict, corruption and envy, abuse of power and domination. Managing urban change needs to be inclusive and open to outside influences, following

the concept of urban ecosystems of innovation. The fast evolving global world requires urban change. Sustainable cities are those which inspire city-pride and a sense of belonging, regardless of whose regeneration solution prevails. Those capable of continuous negotiation and consensus seeking, those who cooperate in producing widely accepted solutions guaranteed to last, those from all walks of life who involve their creative talents from the outside and within are the ones most likely to transform the potential of place into liveable cities.

FUTURE POTENTIAL DIAGONAL-WIDE PROJECTS

So far five cities of the southern European Diagonal, were mobilised to share sustainable development strategies and opportunities. Casablanca joined later and other cities in the Diamonds are showing an interest. This cooperation for which the Fundacion Metropoli acted as a catalyst enabled these cities to learn from each other by pooling their knowledge and devising development strategies together. A host of challenges remain for future cooperation. The most obvious ones are climate change, sustainable water management, strong economic fluctuations due to seasonal activities such as tourism, as well as dealing with the growing influx of immigrant populations, which are not all young, dynamic and educated but comprise economic migrants, refugees and asylum seekers, mainly from the poor south. A key challenge is to turn added cultural diversity into assets of the cities without antagonising the native population.

COMMON PURSUITS

These issues require radical solutions throughout the Diagonal which the constituent cities could bring about by pooling their resources, knowledge, experience and most importantly political will. Even the OECD has recognised the potentially powerful role of cities in shaping the economy of the knowledge society. The OECD started its interest in cities on the initiative of

Madrid, followed by Milan⁴, both key cities of the Diagonal which are keen to assert their importance in the overall development process. Other players need to be co-opted to pursue ambitious common goals which require long term lead times to come to fruition. Physical tasks include finding solutions to deal with flooding, forest fires, water scarcity, heat waves and other rapidly increasing climatic changes. The Diagonal has ample opportunities to experiment with alternative energy generation, including at a large scale in its vast amounts of sparsely populated areas where it could harness sun, wind and wave power. Socio-economic tasks include dealing with migration, seasonally fluctuating activities and the transformation of the existing economy from agriculture and industry into creative industries, based on accompanying R&D.

- > The Diagonal cities would gain from facing obstacles together, such as the contradiction between short term political cycles and long term lea-ways of technological innovation and experimentation. Together they are endowed with a strong and growing academic support system, physical connections and digital networks. They are aware that they need to provide favourable conditions to attract the necessary entrepreneurs who would be willing to carry such ambitious projects further, and to obtain the support of international funding organisations. This puts them into healthy competition but can also strengthen their respective positions, provided they are able to develop complementary specificities and cooperate on large scale, long term projects which require supra-national investment.

PROSPECTS

- > The Southern European Diagonal is in its infancy. The book produced by the Fundacion Metropoli gives a flavour of the huge potential in this mega-region for ambitious large scale, long term initiatives beyond operational political time horizons. Research shows the importance of protagonists in politics, economics, arts and

science in vision building. It is equally relevant to gain the support of the population for these supra national ambitions by demonstrating the synergetic benefits they produce for specific cities, as well as the mega-region as a whole. What used to be 'the poor south' of Europe may well be able to leapfrog important stages of development which the north has accomplished over many years to reap the benefits of the latest scientific knowledge, technologies and entrepreneurial know-how. The key to stimulate physical, economic, socio-cultural and environmentally sound development beyond mere redistribution is to build on indigenous resources and tacit knowledge through cooperation across the European Diagonal mega-region. Self-reliance, pride of place, cultural heritage, historic networks, participation in a promising future all form part of assets which can contribute to collective sustainable evolution. In a next phase the Diagonal would have to produce concrete 'urban projects' with appropriate tools of implementation to turn a mega-vision into real possibilities.

THE NOTION OF 'URBAN PROJECT'

France has coined the phrase '*projet urbain*' < ('urban project') to mean significant strategic interventions in existing metropolitan areas and city-regions. Their aim is to reduce spatial, social and environmental inequalities; anticipate climate and energy change; and stimulate employment, economic excellence and global competitiveness. A comparison of 'large urban projects' in Europe explored their similarities (IAU IdF, 2007). In many countries regional development is in a weak position, unlike in France where the voluntary sub-regional strategies SCOT (Schema de Coherence Territoriale) have produced some innovative results. Most comprehensive urban regeneration sites in Europe seem to range from 50 ha to 400 ha. Only the scale of Thames Gateway stands out with its 100.000 ha of which 3.150 ha are earmarked for development⁵.

⁴ OECD. What Policies for Globalising Cities. Rethinking the Urban Policy Agenda. Conference 29-30 March 2007, Madrid. OECD. Competitive Cities and Climate Change. Milan, Conference 9-10 October 2008. Higher Education in Regional and City Development. Berlin 13-18 September 2009.

THAMES GATEWAY

- > The reason to briefly mention Thames Gateway in the East of London is to show the difficulties of translating a mega-regional vision into implementable spatial development projects based on traditional planning instruments. Over forty years of planning did not suffice to rebalance London towards the East. Instilling some spatial coherence into this enormous flood plane proved an insurmountable task in the hands of so many local authorities and specially created development corporations, including the agencies for the 2012 Olympic Game site and the redevelopment of the Stratford East town centre. London Docklands with Canary Wharf took thirty years and two business cycles to reach the current stage while construction is continuing. The designated line for the high speed train offered another opportunity for the regeneration of the East of the London Metropolis, although supplementary stations in the vicinity of London contradict the purpose of fast city centre to city centre connection.
- > The new coalition government of the UK has pledged to abolish even the existing skeletal regional institutions, together with the ambitious regional housing targets, while the heritage programme of the Olympic site is already slipping without rescheduling nor earmarked finance. It is difficult to envisage a coherent spatial strategy without an appropriate creative institutional structure for such an enormous and difficult site. Terry Farrell's blue-green vision (Fig. 21) proposes an innovative alternative, based on the environmental characteristics (components of excellence and clusters of excellence) of the Thames Estuary and its historic settlements. His vision is perceived as some guiding framework for punctual 'urban projects' over the long term, especially now that investment for the necessary infrastructure may be slow to materialise.

RELEVANCE OF REGIONAL STRATEGIC THINKING FOR WROCLAW

Although the administrative boundary of Wrocław is large with ample land reserves and agricultural activities the links between Wrocław and its region do not seem to form part of the planning concept of the city itself. Silesia as a region (or lower and upper Silesia) does not seem to figure prominently in the spatial context of Wrocław which tends to be preoccupied mainly with its own sprawl and that immediately beyond the city boundary. New motorway connections are planned, together with a ring road to take heavy traffic out of the city centre, while the rail connections are said to be inefficient. However, European capitals of Germany, Austria, the Czech Republic, Slovakia are nearer or equidistant with Wrocław's own capital. No plans exist to revitalise the Odra for communications by water which may bring some benefits (e.g. the transportation of bulk material for construction and infrastructure). Spatial development strategies for the region and their relevance for the development of the metropolitan area of Wrocław would be beneficial. Lessons of multi-layer spatial strategies could be borrowed from the European Diagonal to connect Wrocław with a network of cities in Silesia and capitals further afield. Relating Wrocław to its region could revitalise its cosmopolitan tradition which has been flourishing over so many centuries.

⁵ In comparison, the complete long term regeneration of the Port of Rotterdam will take place on 1.500 ha.



21. Blue-green development strategy for Thames Gateway by Terry Farrell.

source: Terry Farrell and Partners, London

PART 3

INTRODUCTION
WROCLAW'S CITY
STRUCTUREIZABELA MIRONOWICZ
&
JUDITH RYSER**LOCATION**

- > Wrocław, the capital of Lower Silesia, is the fourth largest city in Poland with 640.000 inhabitants estimated in 2004. It lies on the Odra River and four other small rivers (Bystrzyca, Oława, Ślęza, Widawa) connected with the Odra River in the city. Wrocław is an important industrial, transportation and communication centre for all Southern Poland. The city was partly destroyed at the end of World War II; it has been reconstructed and some of the damaged historical buildings have been restored.
- > Situated strategically between Prague, Warsaw and Berlin, Wrocław has a well developed transportation infrastructure that connects the metropolis with the whole of the continent and beyond. A road network is running east-west and north-south, intersecting in Wrocław. The A4 motorway, running east from Dresden and Berlin through Wrocław, Opole, and Katowice, is the main artery of the region. An international airport is located just six kilometres from the city centre, offering regular flights to Warsaw, Frankfurt, Munich, Düsseldorf, as well as cargo services.
- > Wrocław is also connected to the European system of waterways. The Odra links the city with the Baltic seaports of Szczecin while a network of canals and the Elbe provide access to Berlin and further to Western Europe.

PHYSICAL STRUCTURE

Wrocław is a beautiful city of regional significance in the province of Lower Silesia in south-western Poland. The city enjoys a relatively high standard of living, particularly with regard to transport, public amenities and recreation. It is penetrated by five rivers, offering scenic riverside walks and unique 'urban islands'. The restored city centre, with its fine-grain structure and public spaces fosters a vibrant social life with many bars, restaurants, shops and galleries and contributes to the identity of the city. In addition to the more 'traditional' visual heritage of the city centre, a number of industrial structures provide striking visual reminders of the city's industrial past. The city centre contains a number of derelict and unoccupied buildings, as well as a number of brownfield sites, some supporting partial activities, with others lying vacant in central locations.

New types of spatial development and patterns occur as Wrocław expands beyond the city centre. Beyond the central district, linear development occurs along the main roads, predominantly in the form of large building blocks accommodating large outlets and business parks in areas entirely oriented to the car user, despite the occasional bus or tram stop. Other parts of the city are organised in districts and villages, some of them unaffected by city development.

Different districts built during different periods are mostly mono-functional and are not properly connected between each other spatially and socially. Large industrial and commercial structures emerged after the transition period which constitute some 25% of the entire built up area.

ECONOMY

- > Wrocław is a dynamic city from an economic perspective. Its performance in terms of GDP formation is almost double of the overall Polish rate. While it reached an impressive growth of +16% in 2007, the global economic and financial crisis seems to have reduced the pace of economic growth to around 6%. Economic effects of rapid growth reduced unemployment from about 20% in the early 1990s to about 6% in 2010 but Wrocław should remain aware of the global depressed economic context.
- > Wrocław has a strong economic base in finance, automotive and electronics industries, information technologies and tourism. Wrocław is the third most visited city in Poland after Warsaw and Kraków with more than 2 million visitors per year. It is the second largest centre of financial services in Poland and attracts 30% of the companies in the Lower Silesia Region (48% trading companies and 47% foreign capital). Over 4,000 foreign companies have invested in projects in Wrocław, with major presences in finance, automotive and electronics industries.

KNOWLEDGE BASE

- > After Warszawa and Kraków, Wrocław is one of the country's leading academic centres at a regional and national level. 22 different academic institutions within the city attract approximately 130,000 students each year, nearly 1 in 7 inhabitants. The universities are well known for their academic specialisations in engineering, humanities, art, business and finance which attract students from all over Poland.
- > The large number of students in the city has a significant impact on the economy and daily life of Wrocław. This dynamic creates a youthful and vibrant atmosphere, with some drawbacks for transportation and traffic congestion. Although university buildings are located all over the city they are concentrated in the northern part adjoining the Rynek.

DEMOGRAPHY

Demographic data indicates a rather stagnant population, with a population of 643,000 inhabitants in 1991 slightly decreasing to 632,000 inhabitants in 2009. The city also forecasts a negative natural growth. While 66% of the population is in the 18-64 age group, close to 19% of the inhabitants are in the 65+ age group and close to 15% are below 18. 30% of Wrocław's inhabitants are single. 22% were living in social housing in 2004. Although this picture is consistent with general European trends of an ageing society, it has to be noted that Wrocław also boasts a large student population.

HISTORY

Wrocław dates from the 10th century and was flourishing during medieval times, although it was subjected to many different rulers from different nations and confessions. At the beginning of the 19th century a new way of life with people from different nationalities was introduced to the city which had already an identity as one of the western European cities. Under Polish rule since the Second World War and populated by immigrants Wrocław had undergone socialist realism that affected the entire way of life of people living there, as well as the physical and social development of the city. The new reality lasted for over 45 years and whole new generations were educated in that way. Since transition in 1989, the regime changed to a liberal market economy which left its mark on the city since then.

GOVERNANCE

There are seven departments responsible for different aspects of city development in Wrocław. Of those, the department of Architecture and Development is most actively involved. It is subdivided into three departments, with one responsible for urban planning in general (Wrocław Development Office). It is worth mentioning that 30 percent of Wrocław is covered by local area development plans. An investor can approach the city looking for land, but not all departments and subdivisions are involved in this negotiation. It takes place between investor and senior officials of the architecture and development department, without necessarily inviting private sector stakeholders and other departments into the dialogue. Additionally, an investor may consider investing in land in one of the surrounding municipalities with a low tax base outside the city boundaries. As the city's legal framework is not divided into more localised administrative units, capable of owning land and raising taxes independently, spatial and economic development is controlled by a top-down process without strong consultative mechanisms. Local residents and neighbourhood associations are passively informed about development concepts through newspapers and via the city website. They are only involved when concepts of development are in the final stages of implementation, rather than at the conceptual stage.



YAPRAK HAS, SILVIA MARCHESI, IZABELA OSTATEK
JOSE REIS, MONICA ROMANYK, MICHELLE SOFGE

INITIAL PERCEPTION OF WHAT WROCLAW IS

- > The first impression of Wrocław is a city of many parts. Despite its organic medieval development on the Odra river, historic circumstances and planning practices resulted in scattered, isolated, often disjointed parts.
- > Most recognisable is the medieval centre with its market square, the traditional 'core' of the city which functions as a lively centre. There are also many pockets of 19th century houses, situated not far from the centre. Other interesting built forms include garden cities from the turn of the 20th century, now pleasant, middle class residential neighbourhoods. Scattered among this urban tissue are many industrial sites, often abandoned and unused. These brownfield sites may burden the urban fabric, but they have great potential for reuse and redevelopment as industrial heritage. Housing and planning from the communist era range from 1950s prefab medium rise to high-rise tower blocks built according to modernist planning principles with much vacant space between and around the blocks, disassociating them physically and socially from their surroundings.



The current ecological and historical protection zones

The built up parts are separated by 'sharp edges', or indeterminate green spaces and 'allotments' which are very characteristic of Wrocław. The city is rich in green spaces and its location on five rivers, together with their flood planes is determinant for the city structure.

The city is undergoing incredible growth evidenced by the construction of new housing, highways, a football stadium for Euro 2012 and many large-scale multinational retail centres with regional importance. These developments tend to be located on the city outskirts, in line with recent tendencies towards sprawl, possibly as a result of Wrocław and its officials wishing to assert stature after decades of economic stagnation and ideological indoctrination. However, Wrocław would benefit from deeper reflection on how to address the city's needs, instead of following trends described below.

MAPPING OUR PERCEPTIONS

We undertook physical analyses of the city's natural structure, historic heritage, transportation system and spatial distribution of these functions to understand the spatial pattern of Wrocław.

We mapped the ecological and historic protection areas which form boundaries for urban development. We also studied the urban structure highlighting the clustered, 'multi-centric' urban pattern of housing estates with industry on their periphery. We tried to integrate transportation, ecological, historic heritage and urban pattern, highlighting the salient features.

PERCEPTION OF WHERE WROCLAW IS GOING

Contemporary Wrocław seems to have emerged from an absence of proper negotiating channels among stakeholders and vested interests. Poland's administrative structure, reformed in 1999 decentralised political and administrative



The current urban pattern

responsibilities to different layers of local authorities, new provinces and counties, cities and communes, the latter in charge of local land use and land management plans. Wrocław seems to be struggling to fit into its new role, had difficulties in enforcing its newly granted authority, notably in front of developers, which explains featureless sprawl, proliferation of unsustainable shopping malls and car dependent developments on the outskirts. Loosely regulated market forces and erroneous ideas about post modernity may encourage growth which may ultimately lead to an erosion of Wrocław's identity.

OUR VISION OF WHAT WROCLAW COULD BECOME

- > Wrocław seems to implement easy, quick-fix, and physical solutions. In our view, a more comprehensive, inclusive approach would strengthen Wrocław's existing assets by taking full advantage of its unique character and features.
- > The current urban pattern of diverse clusters interwoven by green areas should be strengthened through the development of compact neighbourhoods. The resulting polycentric urban structure would have to ensure adequate connections between these areas, while preserving their unique characteristics and their relationship with natural features. Development should be directed to existing urbanised areas while restrictions should be applied to reverse the trend of sprawl and to curb extensive growth. We believe that if such policies are effectively implemented, Wrocław will be a more cohesive, pedestrian-friendly, public transit-oriented – and therefore sustainable and truly 21st century city.
- > Development focusing on existing space within the city will include many brownfield sites whose re-adaptation and reuse is consistent with more compact residential development. Such development should also take advantage of existing human and cultural capital within the city. In particular, universities make a significant contribution to the city and their potential should be maximised. Students constitute a large percentage of the city's residents, and the city should make efforts to retain their enormous human capital. Besides all the necessary structures to support academic activities, the city should also foster investment into more innovative, creative and knowledge intensive industries. Brownfield areas, including large industrial sites with heritage value, could be adapted and rehabilitated for reuse,

as their location is particularly favourable for these types of activities. This would be an excellent way of taking advantage of Wrocław's untapped potential while also preserving the industrial tradition of the city.

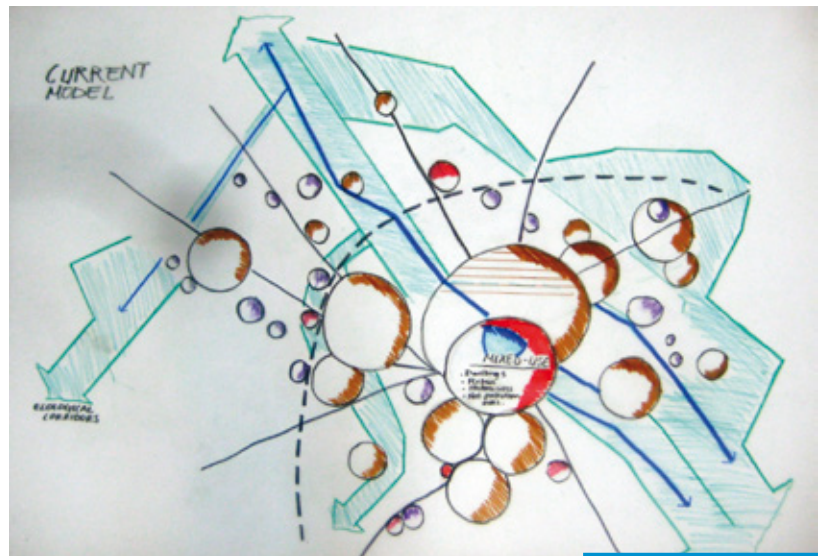
All the suggested actions require forceful decision making. Inadequate governance is arguably the primary reason for the recent market led, short-term based development of the city, possibly due to the fact that the decentralisation process is very recent. Different levels of administrative authority have still to complete their independence from the national level and assert their function and authority more forcefully.

Wrocław's local authorities would therefore do well to formulate a shared and integrated vision of the city's growth, one which would consider all the aspects necessary for sustainable development: economic as well as social and environmental. It is this kind of common vision for Wrocław's future which can form the basis of a strong local decision-making level, particularly during the negotiation of new activities and projects with different stakeholders.



The current transportation lines

based on Development Framework from Wrocław Development Office



The current model of the city



RUI DURATE, ILIJA GUBIC, NATASHA JANKOVIC
SUZANNE MORITZ, OLIVIA TUSINSKI, MANUEL WOLFF

This group took an original narrative approach to understand Wrocław and its regional context as a basis for their proposals of desirable change. The narrative – of which an extract is given below – was interspersed with the description of Wrocław and its region, included in the introduction to the third student task of understanding Wrocław as a whole and addressing overall city structure.

- > Piotr and his family are from Gdańsk. They are considering to move to Wrocław, as Piotr has been offered a job in the financial industry. He is speaking with his old friend, Marcin, who studied at university in Wrocław 20 years ago, and had chosen to remain in the city since then. Piotr is asking Marcin for advice on the city – the areas he might want to move to, job opportunities, leisure and quality of life.

Marcin: Piotr, great to see you! How was the trip here? You came by train, didn't you?

Piotr: Marcin, wonderful to see you too. I was going to take the train, but then you told me the trains are slow and unreliable... and I was even considering flying... but in the end, I decided to drive. The city seems well connected. It was easy to get here.

Marcin: Yea, it is. The road system is good, although the traffic is terrible, especially when the students are around... and the tram system is good too, but we joke that no matter where you are going, it always takes at least an hour!

Marcin: So tell me, what did you think of the city so far?

Piotr: Well, I know that the city has a lot of cultural monuments, bars and very nice squares and islands. I have to admit, I wasn't quite sure when I had entered it! It seems all spread out... and with a lot of construction going on.

Marcin: Yea, there are huge projects going on, mainly shopping centres and business parks on the edges of town, where most of us with families are. On the one hand, it's great because you can drive around and do your shopping in one place. It's also great for some of the guys I know who work out there, because it's close to where we live, but on the other hand, there aren't so many nice cafes and things to go to... we miss that a bit since we moved out of the city centre.

IDENTIFYING GAPS

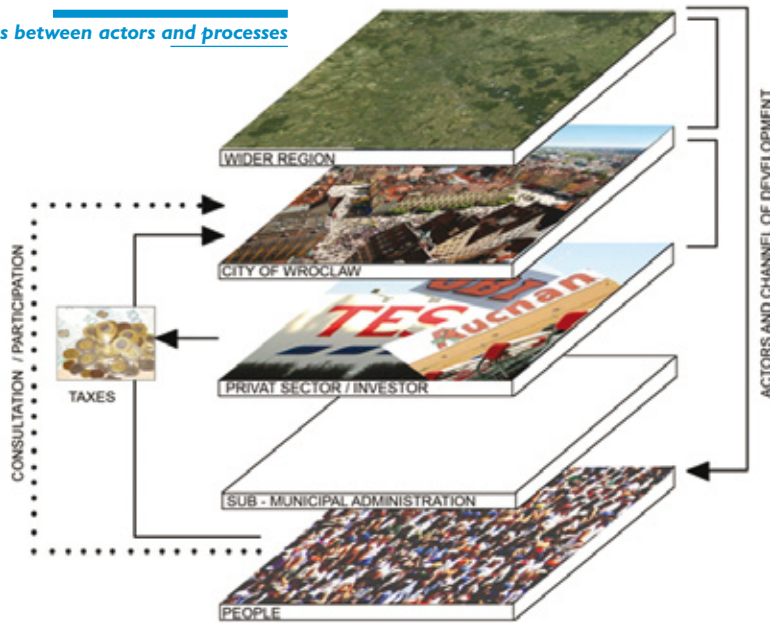
Wrocław has a clear typology of urban patterns, each with its advantages and gaps which influence economic, social and cultural opportunities. The city centre provides spaces for diverse intermingled economic and social activities. A second typology consists of modernist tower block housing estates with vast open spaces between them where social interaction is taking place despite the surroundings. The third major typology consists of linear and mono-functional business developments, characterised by large scale building blocks constructed along main roads, isolated from existing surroundings with minimal opportunities for common space and social contact.

Linear and large scale development patterns are currently the most common form of development in Wrocław. This new trend can be interpreted as a new form of 'main street' writ large, where the car replaces the pedestrian, and the 'shopping shed' replaces small scale shop fronts. This fabric has gaps of social interaction and cooperation. The further from the city centre, the more 'gaps' become apparent, such as time taken to reach new destinations, larger building blocks preventing penetration, longer gaps between developments, fragmented disconnected land use, such as industrial parks and shopping centres located next to vacant agricultural land, villages from another era, gated business premises and enclosed technology parks.

FILLING IN THE GAPS

Our proposal to fill the gaps is to densify the urban fabric, make better use of semi-public spaces, greening the city in strategic locations and involving the citizens actively in this process. Practical examples are to replace destroyed housing blocks and renovate dilapidated buildings to retain residents in central areas, to add 'fine grain' elements to semi-public spaces of which users would have ownership, to establish better connections within large scale high density housing estates and connect them better to their surrounding landscape, to reuse industrial heritage sites for production using state of the art technology, to fill in driveways and parking lots with cultivated greenery, raise people's awareness of opportunities to improve their neighbourhoods, including to develop their own creative activities. These ambitious interventions to improve the physical fabric of the city of Wrocław require clear policies, popular agreement and a governance structure capable of implementing change in the short medium and long term. A spatial strategy

Gaps between actors and processes



for coping with city growth does not suffice. The city needs to strengthen existing mechanism governing development plans and procedures to create development structures which lead gradually to a diverse evolution.

OVERALL CONCEPT OF THE CITY

Our spatial concept of the city aims to achieve a gradual governance of existing land use, coordinated with a strategic vision of development and inter-connecting structures. This strategy tries to prevent the creation of islands of mono-functional uses, with no links to the surroundings, placed predominantly along the main routes and in the outskirts of the city. It also aims to remedy the existing disintegrated spaces where commercial and industrial complexes are lacking human scale, public realm and leisure facilities, and are segregated from their surroundings. We also seek to establish important landmarks and public areas within existing villages to revitalise the local communities.

A wider strategy is to set up cooperation among the different municipalities rather than competition by establishing an inter-municipal planning system for large scale investment with significant impacts on the entire city and its region. This should prevent land hoarding for potential investment leaving wide gaps in the urban pattern and lead to a more effective use of land.

Problem examples



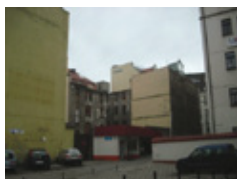
Linear peripheral development



Large building blocks



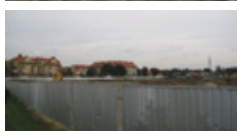
Un-coordinated development



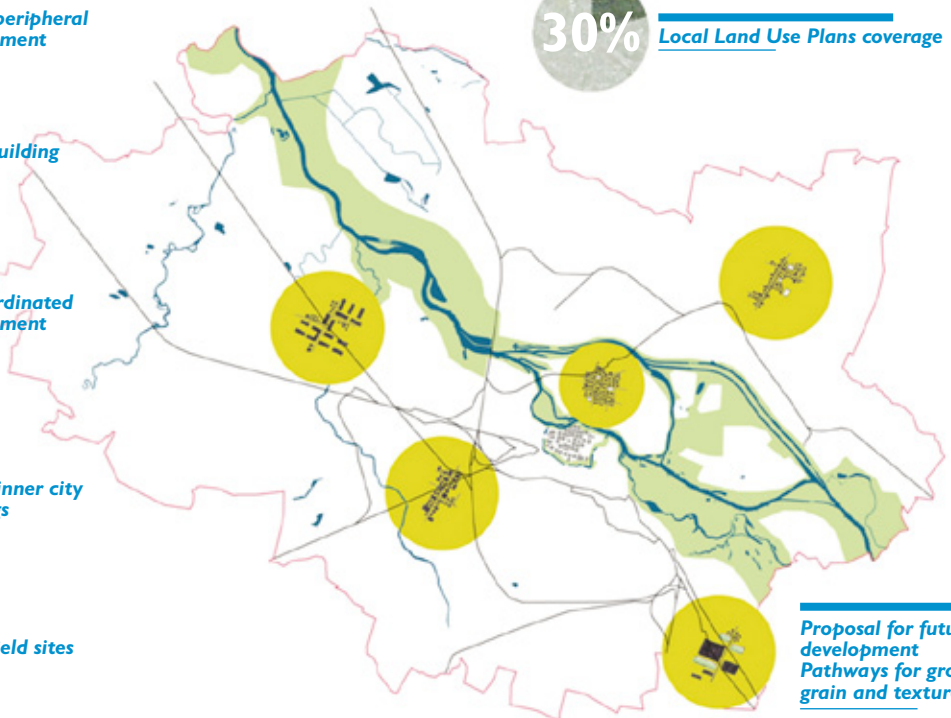
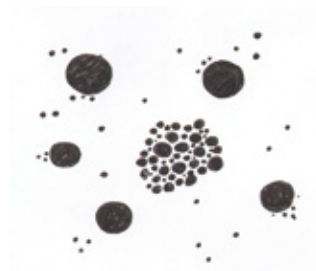
Vacant inner city buildings



Brownfield sites



The „backyard“ phenomenon



Proposal for future development Pathways for growth, grain and texture

NEW CITY FORM. ANALYSIS TO SUPPORT DESIGN AND GOVERNANCE¹

DIRK ENGELKE GERMANY

The form of a city is visible in terms of its buildings, roads, green infrastructure and so on. But the form of a city is a lot more than just these visible items. To analyse a city is to analyse these spatial patterns but also to analyse other layers, which determine the form of a city as well. The spatial patterns and their management through land use planning cover the debate about norms and visions, driving policy-making and sector-based planning both in the strategic and operative timeframes, as well as the spatial integration of sectorial issues, decision-making, budgeting, participation, implementation of plans and decisions, together with monitoring results and evaluating impacts.

¹ This paper is based on Engelke D., Biehl E.D., (2010), *Land Use Management as Key Part of Metropolitan Governance and for Sustainable Urbanisation*. [In:] ISOCARP 46th International Planning Congress: *Sustainable city – Developing world*. The Hague, ISOCARP.

² LUMASEC working group on the web: www.urbact.eu/lumasec

INTRODUCTION

> The main focus of this paper is the management of spatial patterns through land use planning within different cultural and planning frameworks. It is based on the experience of a European working group within the URBACT programme, funded by the European Union. These experiences of the working group on land use management for sustainable European cities (LUMASEC²) are the core of the paper and are demonstrated by two case studies which show two different approaches of land use management in Europe: St. Étienne Métropole (France) working at the regional scale, focusing on the involvement of different stakeholders, and an urban quarter in the city of Baia Mare (Romania), focusing on the urban pattern. Based on these two case studies, further research and additional case studies within LUMASEC, the paper introduces a model of intervention on different layers, illustrated by the above mentioned case studies which were presented for discussion among young professionals at the European Urban Summer School.

CASE STUDIES ON SUSTAINABLE LAND USE MANAGEMENT

THE CASE OF ST. ÉTIENNE MÉTROPOLE: THE CITY AND ITS URBAN CENTRE³ (FRANCE)

St. Étienne is a city of 175.000 inhabitants integrated in an urban area of 400.000 inhabitants. In the 19th century, St. Étienne had a flourishing heavy industry with mines, arms and iron factories which had laid the foundation stone of the city's success. However, a huge economic crisis had struck the local industry from 1970 to 1990. These twenty years of economic decline had considerable social and urban consequences. Many households were affected by unemployment but the most severe social decline affected people with a low level of qualification. Especially migrants had to face these difficulties. The attractiveness of St. Étienne decreased. Large brown field sites appeared with the departure of large firms. The high- and medium-income families moved from the city centre to the suburbs to live in a single family home. Since then, the economic structure of St. Étienne has deeply changed. Although industry is still present, firms are now essentially small and medium size. Only 5,3% of the companies had more than 20 employees in 2007. A diversification of industrial sectors can be noted with the development of industries in the optical, design and biomedical departments. The majority of companies work for big firms located in other places but they increasingly develop high value processes making them less dependent. Reinforced cooperation between St. Étienne and Lyon or other urban centres in the Lyon metropolitan area is an important characteristic of the past decade. The metropolitan area of Lyon/St. Étienne has 1.200.000 inhabitants. Local authorities of the different urban centres develop common projects and policies (regarding transport, economic and spatial planning). The University of St. Étienne and the University of Lyon have founded a common Pole to reinforce their scope of lectures and to develop common research projects.

³ The description of this case studies are based on: Engelke D., Vancutsem D. (2010), *Sustainable Land use Management*. Published by the URBACT working group LUMASEC in cooperation with CERTU.

SPATIAL PATTERNS AND LAND USE ISSUES IN THE REGION

- > In the urban centre of St. Étienne, large economic and urban brown field sites needed to be recycled. Important land use actions have been implemented to accelerate the recycling of housing and economic brown field sites. In 1999, a national public land establishment called EPORA has been created to accelerate industrial brown field site regeneration. EPORA was funded by ERDF, national and local subsidies. This public money has permitted to find solutions for polluted land and to sell it at very competitive prices to accelerate their regeneration.
- > In 2005, a new national public structure has been set up to accelerate the urban regeneration of the core city centre: EPASE is targeting the redevelopment of central districts, for instance around the main railway station (St. Étienne Châteaueux), the old weapon manufacture (transformed into a design centre with a university, a high school, firms, retail centres and housing), and two old residential neighbourhoods (Crêt de Roc, Beaubrun).
- > Vacant dwellings were pulled down in the social housing district located at the edge of the city centre. These projects were funded by the National Urban Regeneration Agency (ANRU) with the support of local authorities. Refurbishment projects managed to offer new housing to families living in badly integrated buildings. The objective is also to attract new residents to these neighbourhoods, such as first time owner households by proposing low cost, high quality housing.
- > Conversely, urban sprawl must be limited because of its negative consequences on the development of the urban region of St. Étienne, such as the alteration of landscape quality, the increase of demand for car transport or social segregation.
- > However, the implementation of highly effective operational tools has not resolved all land use issues. Three main challenges remain:
 - **To build an integrated land use strategy instead of sectoral interventions.** For example, the public agency in charge of

the urban and industrial brown field sites (EPORA) wants local authorities to adopt a cross-sectoral land use strategy. EPORA considers their actions as economically and operationally inefficient due to the lack of a global strategy. If local authorities had a mid- and long-term strategy, the financial costs of their interventions could be reduced, as short term actions are exposed to market trends and the acceptance of market prices.

- **To improve the link between land use planning, urban planning and operational projects** to build housing and develop jobs in urban centres characterised by quality, diversity and density. To achieve this, the functional diversity of new programmes needs to comprise large-scale operations, as well as development control measures over a wide range of sectors. Without these standards, only disparate projects will be delivered and often only residential plots without economic activities.
- **To develop land use management on a large scale.** Recycling of brown field sites depends on organisation or limitation of urban sprawl. Space consumption has been important in the urban region of St. Étienne despite a low growth demographic context (between 1999 and 2005, 440 hectares have been consumed by new urbanisation). Land prices in recycled places will remain higher than in rural areas, unless new residential settlements can be limited in rural areas.

GOVERNANCE APPROACH FOR AN INTEGRATED LAND USE STRATEGY THE REGIONAL LEVEL

The elaboration of an integrated land use strategy was at the heart of the Local Action Plan elaborated by St. Étienne Métropole, a political institution of inter-municipal cooperation grouping 43 municipalities. St. Étienne Métropole is financed by a business tax (called tax professionnelle) as well as by national allocations from the government.

- > The methodology adopted was articulated around four steps:
- The GIS analysis has permitted to locate the largest extension areas for economic and residential development and the main economic and urban brown field sites. Satellite photos were used to define potential development land (in continuity with existing urban areas, in proximity of public transport and infrastructures). The urban planning documents have been compiled with GIS to check if these potential areas defined by satellite could be urbanised or not.
 - An analysis of each area (in extension or in urban renewal areas) has been delivered by a team of architects, geographers and economists to determine their strategic character for the implementation of St. Étienne Métropole's policies. This work has led to a priority-ranking of geographic areas in terms of land use management: strategic places for the development of high quality mixed urban renewal projects (housing, activities, green spaces); strategic new housing areas to develop new urban forms (density, quality, diversity of housing, etc.); areas afflicted by land use conflicts.
 - Indices were attributed to each selected area considered to be strategic in terms of implementation tools, budget and timetable. The Local Action Plan designated the places whose development St. Étienne Métropole should control. This comprised the tools and procedures for the intervention of St. Étienne Métropole (spatial planning documents, development tools); the strategy for places where the municipal level is in charge of controlling the development of a project regarding contracts, financial subsidies and expertise.
 - The land use strategy combines regulatory tools and financial resources. In a context of limited public budgets, the strategic approach is therefore based on an understanding of

land markets (land use survey, monitoring of pending sales), an appropriate use of all existing tools (regulatory, financial, negotiation, agreements) and a formal framework for a partnership with local owners and operators acting on specific sites (target agreement). The Local Action Plan also implies that local elected officials are aware of the various tools of action laid out in the land development factsheets illustrated with local examples. Due to its strategic vision and its leadership role, and as advisor to operational actors St. Étienne Métropole may well be the guarantor of a sustainable implementation of development planning.

LESSONS LEARNED AND CAPACITY BUILDING

The production of the Local Action Plan has reinforced the dialogue between the services of St. Étienne Métropole. It was an opportunity to develop inter-sectoriality within the local administration. The Local Action Plan has also fostered the development of the local GIS on land use aspects. Information about operational projects has been integrated into the GIS. A basis of strategic areas has been set up and will be updated by St. Étienne Métropole. The Local Action Plan has shown local elected officials the necessity to adopt an integrated land use policy. However, the case study also reveals that challenges in land use management persist.

A LACK OF PUBLIC-PRIVATE PARTNERSHIP IN LAND USE MANAGEMENT

The PPP with landowners is not fully developed in the governance process of land use. Sometimes a municipality succeeds in organising cooperation between property landowners interested in future urbanisation. Politicians try to negotiate with landowners a timetable of urbanisation aimed to optimise the infrastructure projects (roads, energy networks). Three main reasons can be advanced to explain the lack of private landowner's mobilisation. First, the landowner is not the

developer (this is a huge difference compared with England). Secondly, the heritage of a common representation in which the public and the private sector keep different functions is still vital in France. Decision making with private partners is not shared by public leaders (political officials or civil servants). Thirdly, in small municipalities, the mayors know the main landowners personally and avoids private business transactions with them.

DIFFICULTY TO IMPLEMENT STRATEGIC PLANNING GOALS AT AN OPERATIONAL SCALE

- > The institutions in charge of regional spatial planning, as well as the institutions in charge of operational actions, ask for land use management but fail to involve political local authorities. Of course, each political local authority agrees with the general principle to elaborate a global land use strategy. However, due to operational pressures land use action is giving priority to setting up projects, instead of elaborating a global land use strategy. Land use management is still seen as related to operational projects and not considered as a tool in itself.
- > Moreover, due to the distribution of competences between different local authorities, none of them feel to have the legitimacy or the authority to take the leadership in land use management. All spatial and urban planning documents in France converge to fixed quantitative and qualitative objectives for urban regeneration or new development areas. Only few planning documents are setting precise objectives for land use management. The Housing Programme of St. Étienne Métropole (programme local de l'habitat, PLH) proposes tools and funding procedures to foster the development of affordable housing programmes in urban regeneration areas. At a larger scale, the Master Plan (schéma de cohérence territoriale, SCOT) comprises a list of priority urban renewal projects with precise guidance on urban design and densities, and suggests a public control mechanism to deliver them. However, these examples of land use management aimed at the implementation of

a planning strategy are quite rare in the French urban planning context.

The strategic level should be the institution in charge of strategic spatial planning. The SCOT is a Master Plan covering a large area, encompassing transportation, housing and environmental issues. However, the body in charge of the SCOT, Sud Loire is a young institution in the St. Étienne's area. The SCOT has not yet been adopted and no such document has existed before (SCOT have no statutory power). St. Étienne does not have any tradition of urban and spatial planning and the political leaders of SCOT have no proven strategies for project implementation yet. Huge conflicts of interest still exist between them concerning housing or retail developments. The implementation of strategies is not subjected to a 'gentlemen agreement' any more and political officials involved in the SCOT Sud Loire refuse to contribute directly to the local plan development process at municipal level.

BROWNFIELD REGENERATION ISSUES: THE EXAMPLE OF THE FERNEZIU AREA IN BAIJA MARE⁴ (ROMANIA)

The city of Baia Mare (138.000 inhabitants) is located in the central-western area of Maramureş County, on the middle course of Săsar river, at an average altitude of 228 meters. Maramureş is a geographic, historic and ethno-cultural region in northern Transylvania, along the upper Tisza river; it covers the Maramureş depression and the surrounding mountains that form part of the north-eastern Carpathians. Baia Mare has been a mining town for a long time with related industrial areas for processing copper, lead, silver and gold. After the revolution of 1989, the city's de-industrialisation began. The result of this de-industrialisation led to the total closure of the mines, but not to the total cessation of the related industrial processing of minerals. Although two large metallurgic factories are still operational, their production rates and impact on the environment now seem limited compared to what has happened since the war until the early 1990s.

⁴ The description of this case study is based on: Engelke D., Vancutsem D. (2010), Sustainable Land use Management. Published by the URBACT working group LUMASEC in cooperation with CERTU.

- > It should not be forgotten that Baia Mare is the place where one of the largest environmental disasters in Europe happened: the pollution of the Tisza river (a tributary of the Danube) in 2000, due to the overflow of an artificial lake (the disaster was provoked by the Esmeralda gold mine). Throughout the past 15 years, Baia Mare has initiated a development that will direct the city's economy towards stronger links with services and new technologies (based on R&D), while addressing the serious environmental damage left from the exploitation of mines, but mainly from processing of minerals.
- > Baia Mare is also the place where the first example of a regeneration of a historic centre started, even before the blazoned redevelopment of Sibiu (city that became European Capital of Culture in 2007). The Millennium Project of Baia Mare was the first example of revitalisation and requalification of a historic centre in Romania. This requalification was realised through economic activities related to events (cultural, economic, social) and leisure in the oldest and historic part of the town, but also through the refurbishment of key public spaces and buildings.

THE URBAN PATTERNS OF THE FERNEZIU AREA

- > The project area chosen in the context of LUMASEC is the area of Ferneziu in the north-eastern part of the city. The decision to intervene in this area as a relevant planning process started in Baia Mare about ten years ago with the adoption of Agenda 21, a process still on-going that has resulted in important milestones of urban planning over time.
- > This area is one of the most contaminated areas in Baia Mare because of a lead processing factory. Town planners and other technicians have said for years that the state-owned Phoenix and Romplumb plants were responsible for most of the pollution here. However, being considered of strategic importance by the government, it has been difficult to address the issue although the local council expressed the will to do it. In the strategic plan designed in 2008 five areas have

been chosen for regeneration. Ferneziu, and the annexed area of the company Romplumb, is one of these five areas. The major environmental issue is soil contamination due to the presence of heavy metals, especially lead and copper and other by-products. Paradoxically, this industrial area is surrounded by an area of high natural and landscape value. Ferneziu provides the opportunity to achieve the same quality as the historic area of Maramureş, which is one of the most beautiful areas of Romania and Europe and a cradle of cultural identity. This added value of its beautiful landscape is attracting urban sprawl. The bad condition of mobility infrastructures is another major issue in the area where there is a need to rationalise the road networks by completing and connecting the current streets, but also by improving them to elementary safety standards to provide access to, and mobility in this part of the town. Moreover, social housing where the mining workers are still living requires refurbishing and improvement. This housing stock lies in a very unfavourable neighbourhood without elementary urban functions and services in its proximity. The most dangerous situation is that most of the pollutant elements are not protected and rain water easily penetrates the surrounding soil. Moreover, fine particles moved by the wind cause pulmonary diseases.

Ferneziu sums up the key questions of many post industrial neighbourhoods. After the end of industrial production and intense exploitation, a number of problems remain on the ground connected to the previous production processes whilst financial means to pay for highly expensive soils and water decontamination are not available. Additionally, the high job losses are raising a number of social questions, and call for administrative and economic measures to avoid the creation of clusters of extreme poverty.

INTRODUCING A NEW GOVERNANCE APPROACH BY DEVELOPING A LOCAL ACTION PLAN

Urban strategic planning is a continuous process

in Baia Mare. This is an exception in the Romanian context where usually cities do not have mature town planning strategies. This planning process began in 2000 when the Agenda 21 initiative started with the support of UNDP. It continued with the project CIVIC (Creativity, Initiative, Volunteer, Integration, Communication) involving the main local communities of Baia Mare in a continuous dialogue on the following topics: culture and art, architecture, media, religion, education, business, ngos, health, sports, youth, tourism, economics, and of course urbanism. The last step of this approach was to set up of the Baia Mare Strategic Plan in 2008. This corridor is characterised by a system of mixed functions, proposing places for tourism, research and training, sport and a neighbourhood centre. A strategy of sustainable development for the Ferneziu area proposed by the Municipality of Baia Mare, will become the base of the local government, thus both a process and a tool of partnership with the entire community (based on an innovative way of using an urban observatory – focussing on districts rather than on the entire city, and resulting in the implementation of real public policies. The Municipality and its partners consider this the best approach for a sound and proper development plan. Such a strategy should propose a framework for economic development comprising a social component, guided by a rational use of resources to protect the environment. This philosophy has led to setting up the LUMASEC Local Support Group, composed of local communities and associations, local architectural offices, private investors interested in the area, international experts in town planning, together with local politicians and civil servants.

LESSONS LEARNED AND CAPACITY BUILDING

> Investing in the design of innovative neighbourhoods offers the opportunity to test how creativity can contribute to the liveability of cities, and how the agents of the knowledge economy are influenced by such initiatives. The proposed transformation for the Romplumb area

is based on ideas that depart from completely different concepts in comparison with those that have characterised the realisation of such a large industrial complex in the past, highly polluting and completely detached from what is, and has been, the will of Baia Mare’s inhabitants. It is also true that the conditions that allowed the construction of Romplumb during the industrial age, with its Fordist production mentality and an authoritarian and centralised political system do not characterise the contemporary nature of Baia Mare and Romania.

The main problems to be addressed in Romania, in launching this kind of regenerative projects, are determined by all those external conditions that define the meanings of economies in transition: a productive environment which is no longer that of the industrial age, but a post-industrial one, which often failed to propose sustainable strategies for a sound urban development, even in countries with advanced economies in Europe. The main difficulties in launching these initiatives are linked to obtaining the financial capital to implement these changes, especially when there is a high level of soil contamination due to pollutants which are difficult to remove. Moreover, the low demand of the real estate market and the lack of private investments, especially in these past two years of economic crisis, have to be considered, too. The approach suggested to finance this project is to involve all the actors of the LUMASEC Local Support Group, but also to seek forms of financing at the municipal, regional, national levels to bring the project to the attention of the European Union, with the aim to obtain the support from JESSICA or another European Investment Bank. However access to these financial instruments is fraught with many obstacles. JESSICA requires the mobilisation of private capital, not easy to achieve in Romania, especially when the Romanian Government is not properly supporting and promoting such initiatives. The main lesson learnt is that despite strong mobilisation of local communities and local political forces towards a different future,

the inertias of the past and the remains of the industrial heritage are very difficult to overcome when there is weak public investment.

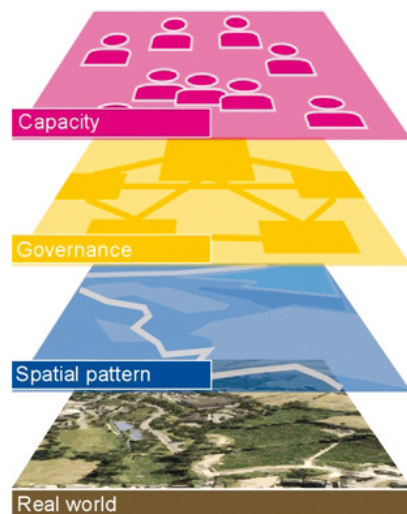
LAYERS OF INTERVENTION: A MODEL TO ANALYSE THE FORM OF THE CITY AND TO MANAGE THE USE OF LAND⁵

- > The two case studies discussed above, the case of St. Étienne Métropole at the regional level and the case study of Fernezio Area in Baia Mare at the communal level have shown interventions on different layers. It is demonstrated that sustainable land use management acts in a multi-level governance structure between an operational project level and a strategic level of urban management. The aim is to diffuse the often occurring conflict between short-term and long-term orientation within the planning process. Such sustainable land use management is improving the coordination of urban policy, public and public-private investment, as well as the involvement of inhabitants and local stakeholders in common visions. This way, land use management can be a strategic asset to develop sustainable, attractive and competitive cities. Therefore, land use planning as an instrument of land use management. Or rather a tool to reach the broader aim of sustainable development is concerned with the formulation of policies and plans for the use and development of land.
- > Research on land use management in Europe shows that key factors for building up a land use management system are the occurrence of urban sprawl and its negative ecological, economic and social impacts; the existence and increase of urban brown field sites; lack of attractiveness and competitiveness of urban structures; competition for investment and locations of European cities and regions. The URBACT working group LUMASEC addresses these issues through a land use management approach based on sharing knowledge and achieving consensus on the need of integrated and sustainable land use management. The need

for an integrated approach is not only based on the daily necessity of managing urban land, it is also based on the effects of various new global challenges like urban sprawl, climate change and demographic changes, which cannot be tackled by a segregated methodology. Therefore, it is important to set up a management approach to intervene on different layers. Three layers – spatial pattern, governance and human capacity – are the key layers of intervention of sustainable land use management. On a strategic level, each of these layers displays a section of the real world which has to be tackled before the different layers can be integrated at an operational level. However, as the cases of St. Étienne Métropole and Baia Mare show, it is not possible to work within one layer without considering the others.

Fig. 1 shows the three different layers of intervention of sustainable land use management. The result of acting – and not acting – on the three layers is affecting the real world.

The integrated LUMASEC approach deals with sustainable land use management within the three different layers and with their integration in order to achieve sustainability. The approach is process-oriented with the aim to reach a higher quality of land use management. For this purpose, it is important to analyse which stakeholders are involved in each layer and what kind of interests they have. All actors are interested in land, playing different roles and having different strategies. Usually, the typology of actors, or players, covers two different profiles: the private and the public actors. Private actors are residents, entrepreneurs and speculators, property dealers and developers; public actors are urban administrators, local bureaucracy, political representations, planning bodies, civic supplies, or police. These different stakeholders have only the power to implement sectoral approaches, but integrated approaches can only be implemented in a group of stakeholders.



⁵ The LUMASEC layers of intervention on land use management are based on the interventions in spatial planning by Wolfgang Jung.

> The LUMASEC approach is an example of a possible strategic solution to the question of how to be integrative in the field of land use management.

SPATIAL PATTERN LAYER

> It is essential to be aware of the different existing data streams and processes as a basis for the formulation of policies and plans on the use and development of land to reach sustainable development. Hence, working within the spatial pattern means to map existing patterns, getting an overview on development potentials and to be aware of traditional land use planning (e.g. building permits, spatial policies, etc.). Brown field site regeneration by EPORA in the case of St. Étienne Métropole is one example of an intervention in the layer of spatial pattern. The analysis and the mapping within the poster-plan in Baia Mare is a second example of action within this layer.

GOVERNANCE LAYER

> In general, spatial policies aim to influence stakeholder's and their behaviour towards land use, leading to a sectoral view on land use by the different stakeholders and their requirements and needs. Therefore, it is important to open up the stakeholders view to an integrative view on land use and to coordinate and combine different sectoral requirements and needs regarding land use. For this reason, the question of stakeholder and scale is central within the governance layer. Integrated land use management is located at a new scale, the metropolitan scale which makes the need for metropolitan governance apparent. Against this background, working within the governance layer means to outline existing structures, processes and tools of governance and the stakeholders involved. Land use management is driven by various decisions taken at different levels (local, regional, national) and in different sectors (public, private, civil society). Thus, being integrative implies to involve all stakeholders in the field of land use management, and to integrate and respect their tasks, roles, competences and principles to

understand the mode of decision-making. The complexity of sustainable development results in the fact that a single stakeholder cannot reach this aim on his/her own. Win-win situations for single stakeholders and society or the environment are based on linkages between the stakeholders. To define these specific linkages and to point out the specific win-win situation for a certain stakeholder – and to accept or balance disadvantage – is a key factor in managing land use. The LUMASEC Local Action Plans in St. Étienne Métropole or Baia Mare are examples of the government approach at the layers of intervention.

CAPACITY LAYER

Both the spatial pattern layer and the governance layer of land use management depend on the ability and skills to set a framework for the stakeholders to act within. Building up of this framework depends on the ability and skills contained in policy, administration, professional organisations and civil society. In the end it is based on the ability and skills of single persons within this process. So a wider approach to land use management is to develop ability and skills to achieve sustainable cities. LUMASEC has a capacity layer approach to sustainable land use management: the capacity to act in inter- and trans-disciplinary processes to reach the objectives within and across the different layers of intervention in sustainable land use management. Consequently, working within this layer means to develop empowerment and participation strategies of inhabitants and other (non professional) stakeholders who are insufficiently involved by raising awareness and political backup for land use and its management. A continuous process of lessons learnt is a good example of capacity building. Monitoring and evaluation are supportive mechanisms of this process. With regard to the new metropolitan scale, it is also important to build up professional competence at different levels to deal with complex problems and tools.

URBAN CHANGE, FORESEEN OR IMAGINED?

THE ROLE OF SIMULATION MODELS IN PLANNING URBAN TRANSFORMATION. FORESIGHT FOR WROCLAW METROPOLITAN AREA

IZABELA MIRONOWICZ POLAND

MAGDALENA MLEK-GALEWSKA POLAND

Cities have been planned for millennia. Planners – whether they were builders, architects, urbanists, surveyors or lawyers – tried to anticipate changes and imagine the future pattern of urban structure. They arranged the civic activities in the agoras and commerce in the market squares. They imagined monumental axes and social housing neighbourhoods. Yet since urban growth has exceeded the level of hundreds of thousand inhabitants the future arrangement, the urban layout, the plan is beyond the imagination of a designer. Planners need more specialised tools to foresee the change and conceptualise the effects of their intervention. Complexity is increasing.

CONCEPTUAL FRAMEWORK OF URBAN STRUCTURE

- > The conceptual framework of analysing urban structure is still being discussed. One of the important issues determining this debate might be that there is no clear agreement about the meaning of 'urban structure'. This term could be simply understood as a way in which land use of the city is set out, but that does not reflect the complexity of the problem. This meaning mirrors only a stable, fixed picture and only one aspect of the urban structure.
- > We define urban structure as a mixture of 3 components: (1) an order of the urban elements, (2) the separate sub-systems joining these parts into entire, complex organism and (3) the fabric of the city, its physical form.
- > This is an easy way to notice than the 'order' is quite abstract – we do not talk about any specific arrangement, we only indicate that there is a setup of urban elements. If there were no flows and relationships between urban elements – this pattern would not play an important role in urban structure. But the fact is that there are flows and

relationships between distinct elements and they influence the composition of the city. Indeed, they shape urban structure.

Conversely, what we defined as the 'joining sub-systems' has a clear physical form which allows these flows and relationships to materialise. These are networks of different kinds: transportation, infrastructure, communication.

We need a conceptual framework to describe, analyse and understand urban structure able to explain the way in which it performs and produces spatial effects. Many theories have been used as foundations of such a framework. They are usually rooted in social, economic and environmental sciences. For the last 50 years systems theory and physics have been explored as a source of ideas which can help with comprehensive theory.

One more factor has to be considered: planning practice. All the theories claim to explore urban structure not only to satisfy enquiring minds of a few researchers but also to respond to the need of creating and managing complex urban structures.

'But, if all communities aim at some good, the state or political community, which is the highest of all, and which embraces all the rest, aims at good in a greater degree than any other and at the highest good' explains Aristotle in the first book of *Politics* (2008). For him 'the state' meant 'the city' as this was the form of the state he knew and studied. Following Aristotle's vision we can assume that urban management aims at public good. While the goal of enterprises is to increase economic profit the goal of the city has to be to increase social profit.

Management means also that effects of spatial processes or interventions have to be foreseen. This is true about management of any type. Management refers to the future. Steering, governance or even only mundane dealing with urban problems require a vision of possible effects of the decisions. This should be based not only on speculations or intuition but also on well defined criteria. In other words, one needs to simulate spatial scenarios for the future. The conceptual

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procedure reflecting forces which generate urban structure and foresee urban structure has to be defined itself.

- > Zipser (1985) discussed one of the most comprehensive theoretical concepts which reflects the essence of urban structure while containing the opportunities of simulating spatial effects. This concept explores the nature of spatial decisions made by people and institutions. It relates to the process of locating numerous inter-connected elements in physical space in relation to the surroundings. This concept was presented as '**PARADIGM OF SPATIAL DECISIONS**'. It consists of 9 constituents:
 - > **ACTIVITIES** defined as forms of land use and arrangements relevant to the level of development achieved by society;
 - > **CAPACITY** reflecting 'quantity' or 'volume' of activities which may be implemented in defined area; this is a purely physical feature (areas have a limited size);
 - > **PREDISPOSITIONS** describing the 'suitability' of an area for a particular activity; there are some spatial/territorial features which are more suitable for specific activities or even required by them (i.e. coal as a natural resource is needed in order to set up a coal mine and a sea or a river is required to set up a port);
 - > **CONTACTS** representing essential, indispensable relations between activities; this feature is considered as the most important component shaping urban structure;
 - > **CONFLICTS** revealing mutual, 'interactive' disturbances between activities, which can be considered as 'negative contacts';
 - > **PREFERENCES** denoting a set of subjective convictions and/or beliefs about space (i.e. that some places are more suitable for a specific activity than others), including professional dogmas and doctrines, as well as political concepts and ideas about 'appropriate' spatial arrangements;
 - > **BALANCE** articulating the proportion between the number of destinations of contacts (offering supply to demands) and the number of entities

interested in this kind of contacts; this feature reflects the general 'stability' of the urban system;

- < **INERTIA** signifying inertia and 'disinclination to change' of the existing spatial order and arrangement producing a kind of 'delay' in the implementation of new elements;
- < **STYLE** understood as a cultural scheme of spatial solutions (including 'fashions' in urban design and widely accepted spatial patterns).
- < This framework creates a conceptual procedure of examination and description of the urban structure. One of the most important advantages of this concept is 'diagnostic transparency'. Many misunderstandings come from different perceptions of urban structure and variety of evaluation criteria. The paradigm is not a description of a particular urban structure, it is a procedure to study, understand and finally to plan it. This framework is both a source of criteria and a mechanism to place a variety of phenomena into physical space. It is very important to notice, that the paradigm includes both elements of the urban system and their relationships between them. In terms of system's theory this approach describes the (urban) system. The paradigm can be easily used as a framework of theoretical models representing urban structure.

MODELS IN URBAN STUDIES AND PLANNING

- < Models represent the reality, they are not reality itself. If the real world is being considered as a system in terms of system's theory – the model represents a system. Different kinds of models can be defined: physical (or 'analogue'), iconographic, conceptual, abstract. Models have been used in urban studies and planning for millennia. Traditionally they were and still are physical or iconographic models (mock-up development, sketches, plans, designs), sometimes they were/are conceptual if we agree that this kind of models uses ideas to represent other ideas (descriptions, manifestos, charters).
- < Among widely known conceptual models of urban structure there is the concentric zone model

described by Burgess in 1925 or the sectoral model examined by Hoyt in 1939. Lynch (1981) defined his models in a different way – as cosmic, practical and organic. More recently, this kind of conceptual models describes polycentric metropolises, city-regions or eco-cities.

- > Since the 1960s the focal point has moved towards abstract models describing relations and flows rather than physical form. The typical language of this kind of models is mathematics. The explored relations are often so complex that they require differential and indeterminate equations. Widely discussed models in urban studies were: linear programming, diffusion model, PERT, regression analysis, Lowry-Garin spatial allocation model (Garin, 1966; Lowry, 1964) urban dynamics (Forrester, 1969), cellular automata (Batty, 1997, 2005), gravity model (Voorhees, 1965), intervening opportunities model (Stouffer, 1948).
- > Models can represent chosen aspects of the urban system. This characteristic is especially important to understand the nature of the real process. Models very often reduce the analysed elements and relationships in order to follow extracted processes. Simulation models are a specific group of models which allow to 'experiment' on them instead of experimenting on the real system. Simulation models are especially useful when experimenting on the real system is extremely difficult or may produce a serious danger to the system.

THE RANK-SIZE RULE AS REPRESENTATION OF THE FORMULA OF THE URBAN NETWORK AND STRUCTURE. COMPLEX SPATIAL PHENOMENA: CONCENTRATION AND HIERARCHY

- > In order to foresee spatial effects of processes of urbanisation one needs to define (or discover) the main driving forces or general rules which influence and control the performance of an urban system. These rules are not models – they simply occur and perform within the urban system. They might be considered as kind of *lex naturalis*.
- > One of the most striking regularities of urban network is widely known as rank-size rule.

The idea that the size distribution of the cities within a defined area (country, region) can be approximated was articulated in a precise way in 1913 by Auerbach (1913) and then redefined, among others, by Zipf in 1949 (Zipf, 1949).

This regularity has been commented and interpreted for the last half-century and it seems that it hasn't revealed its full spectrum of possible explanations yet.

The construction of the rank-size rule is, from the mathematical point of view, surprisingly simple. Auerbach (1913) suggested that the form of the size distribution of cities takes the Pareto distribution:

$$y = Ax^{-\alpha}$$

where:

x is a particular population size,

y is a number of cities with the population greater than x and

α which is called **contrast index** is constant.

Zipf (1949) developed this rule claiming that the distribution of cities could not only follow the Pareto distribution but take a precise value of **contrast index** $\alpha=1$.

The final form of Zipf's Law is:

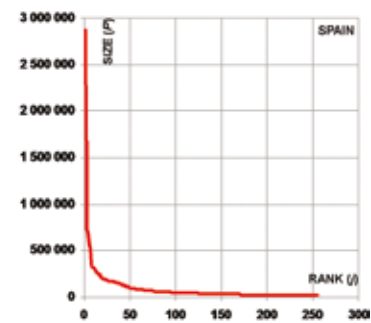
$$P_j = \frac{P_1}{j^\alpha}$$

where:

P_1 is the population of the biggest city within a defined area,

P_j is the population of the city located on the j position within a defined area,

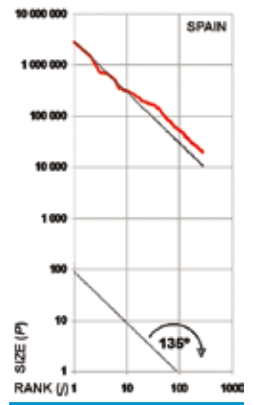
j is the position of the city in the size distribution.



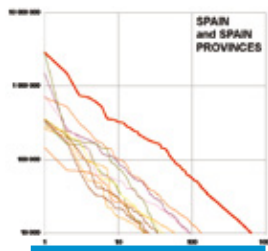
1. Rank size rule of the Spanish cities

- > When one calculates the natural logarithm of the rank and of the city population the resulting graph displays remarkably regular log-linear pattern. Following Zipf's assumption that contrast index $\alpha = 1$, the resulting graph creates the angle of 135 degrees with the horizontal axis (Fig. 2).
- > The significant regularity of rank-size distribution applies to the different spatial scales and different times. This is clearly visible on the graph 3a, 3b and 3c presenting rank-size rule relating to region and country: Spain and its provinces (Fig. 3a), continent: Europe and European countries (Fig. 3b) and the world and continents (Fig. 3c).

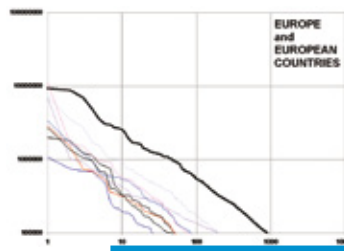
One of them is **concentration** – as a consequence of the best possible distribution of the activities in the given network of contacts. Concentration is the most 'noticeable' feature of spatial arrangement. Many studies have been conducted concerning concentration – from describing this phenomenon to measuring it (i.e. Clark's and Newling's rule, Gini concentration ratio, Lorenz curve). What is especially fascinating is the mechanism of concentration in real spatial processes. Concentration itself is the result of this mechanism. The second is **hierarchy** as an expression of the predilection for the self-organisation of an urban



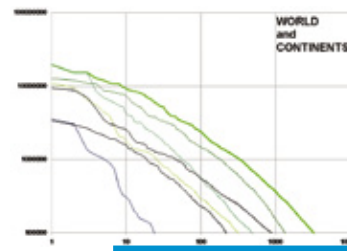
2. Rank-size distribution of the Spanish cities presented in natural logarithm scale



3a. Rank-size distribution of Spain and its provinces in 1998



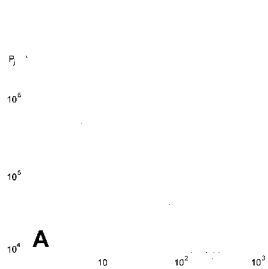
3b. Rank-size distribution of Europe and the European countries in 2000



3c. Rank-size distribution of the world and the continents in 2000

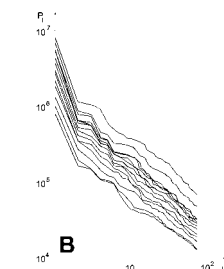
- > The same regularity can be observed in relation to time. Graph 4 proves that rank-size rule relates to different periods. It displays the distribution of the cities of Poland in 1950, 1960, 1970 and 1975 (a), cities of France in the period of 1831-1982 (b), cities of the USA in the period of 1790-1950 (c) and cities of England and Wales in the period of 1801-1911 (d). The only irregularity of those graphs is the position of the biggest cities of France (Paris) and England (London) which 'overgrew' their countries and relate rather to the continental scale.
- > Presented data may mean that there are driving forces able to keep urban networks in accordance with rank-size rule. Nobody can 'plan' this order, nobody even can even influence this regularity easily. This phenomenon reflects the self-organisation ability of the urban system.
- > The next significant conclusion of the study of the rank-size rule is that two driving forces can be clearly extracted.

system. Actually we can consider hierarchy as a way of managing concentration. Quite evident is that urban systems are not 'flat,' quite the reverse, there is a strong tendency to structure the network. Hierarchy is one, but probably the most efficient, of the possible patterns of this structure. It is likely that rank-size rule expresses a very important driving force shaping urban structure. In this paper we consider concentration as a result of contacts shaping urban structure. Using the paradigm of spatial decision as a theoretical framework of urban structure and the rank-size rule as an expression of the rules of urban processes we will focus on opportunities of modelling spatial scenarios for the future by using simulation models. Concentration as a result of contacts can be simulated by using mathematical models of this process. In this paper we will use the intervening opportunities model and explore the possible



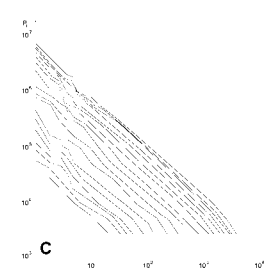
4a. Rank-size distribution in Poland 1950, 1960, 1970 and 1975

source: Zagodzón, 1979



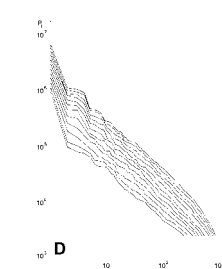
4b. Rank-size distribution in France 1831-1982

source: Guerin-Pace, 1990, Haag and Max, 1995



4c. Rank-size distribution in the USA 1790-1950

source: Robson 1973; Zipser and Mlek, 2005



4d. Rank-size distribution in England and Wales 1801-1911

source: Robson 1973; Zipser and Mlek, 2005

application of this tool in order to foresee spatial effects of urban intervention. We will deliver an interpretation of the results.

ALLOCATION MODEL BASED ON THE MECHANISM OF INTERVENING OPPORTUNITIES CONCEPT OF INTERVENING OPPORTUNITIES

- > There are two groups of models representing the configuration of contacts in urban structure. Assuming for urban research that contacts are mostly responsible for shaping urban structure this kind of models plays a fundamental role in defining rules and mechanisms of relationships producing spatial effects. The first group is based on the gravity model whereas the second group is based on the less used intervening opportunities model.
- > The basic concept of the intervening opportunities model formulated by Stouffer (1948) is that the trip distribution is not directly related to distance but rather to accessibility of opportunities. Assuming that people travel in order to satisfy their needs, Stouffer analysed the behaviour of an individual choosing possible destinations for a particular trip. Stouffer theorised that the migration between origin and destination places depends not only on number of opportunities given by the latter but also on the amount of intervening opportunities between these two analysed places. Stouffer's assumption was that these intervening opportunities form a set of occasions competing with the final destination which is located farther. In other words they may stop the trips from going to the final destination by offering them opportunities to satisfy their need (trip finishes when the particular need is satisfied). The distance in Stouffer's concept is expressed in the number of opportunities not in typical units of measurement like kilometres or miles. However, the occasions are arranged in the order of increasing distance.
- > Schneider (1959) proposed a modification of Stouffer's initial concept using probability as descriptive tool. The mathematical tool requires assumptions concerning the spatial decision

making process. The structure of this process describing 'average' human behaviour in this regard is as follows.

In order to supply his/her needs an individual tries to involve the lowest possible effort. This is why he/she looks for opportunities starting from the place where he/she is located (this can be the place of accommodation, business, school, etc.). The nearest occasion can be rejected if it does not meet defined criteria. Given the variety of motivations it is likely that the first occasion cannot fulfil the expectations of the travelling individual. In the case of rejection he/she has to continue his/her travel. The trip terminates when the opportunity is accepted. Of course the general model cannot follow each individual motivation and has to construct statistical profiles of the 'travellers'. The trip is represented by the draw which may end with acceptance or rejection of the occasion. Consequently, the decision-making process is represented by a random variable which can have two possible values: success or failure (accepted or rejected occasion).

In other words the process of executing the contact in Schneider's concept is represented by the series of draws (CATS, 1960). Each draw can finish with failure (occasion has not been accepted, trip continues) or success (occasion has been accepted, trip terminates). In mathematical terms this is a Bernoulli distribution. Schneider's hypothesis states that the probability that a trip will terminate in some volume of destination points is equal to the probability that this volume contains an acceptable destination multiplied by the probability that an acceptable destination closer to the origin of the trips has not been found.

This can be expressed as:

$$P\{N = n\} = pq^{n-1}$$

where

n – length of the series consists of $n-1$ failures preceding the first success,

p – probability of success in the Bernoulli distribution,

q – probability of failure in the Bernoulli distribution.

- > Having defined the probability the expected value of the random variable can be calculated:

$$E(n) = \frac{1}{p}$$

- > This value in mathematical terms expresses the average number of failures preceding the first success. This is to say that this value describes an average length of the trip (measured in occasions not in kilometres).
- > The consequence of this equation is that if the average length of the trip is known the probability of the success (p) can be calculated. This is a very important remark because it permits to obtain the value of *selectivity* – the only parameter of the intervening opportunities model.
- > In practice two more simplifications have to be made. First, in mathematical terms we have to switch from the discrete distribution to continuous distribution. Considering each separate occasion within a big urban structure could be very difficult or even impossible. This is why it is quite reasonable to aggregate both the starting points (origins) and the opportunities (destinations) from the defined areas into nodes representing them. These areas have to be precisely defined to represent the reality. For example each point within an area has to be accessible in 5 minutes which seems to be a proper approximation in the city of 500.000 population. This is the second simplification. Furthermore, the destination nodes can be arranged into zones which are accessible using more or less the same effort (measured i.e. in distance, time, money) from the origin. This simplification is acceptable when one calculates hundreds of thousands or sometimes millions of occasions.
- > As a consequence the probability that the trip which has started in the origin node i will terminate in the zone j which contains a_{ij} occasions is given by:

$$P_{ij} = e^{-sc_{ij}} - e^{-s(c_{ij} + a_{ij})}$$

where:

- c_{ij} is the number of occasions between origin point i and destination zone j ,
- s is the selectivity.

Hence, the trip distribution T_{ij} between the origin node i containing O_i travellers and the zone j equals:

$$T_{ij} = O_i [e^{-sc_{ij}} - e^{-s(c_{ij} + a_{ij})}]$$

If zone j contains more than one destination node the final distribution between nodes located in the zone j has to be calculated:

$$T_{ij} = O_i [e^{-sc_k} - e^{-s(c_{ij} + a_{ik})}] \frac{D_j}{a_{ik}}$$

where:

- a_{ik} is the number of opportunities in zone k , which contains the node j (or in the mathematical terms $a_{ik} = \sum_n D_n$ for n within zone k),
- c_{ik} is the number of opportunities between origin node i and zone k (or $c_{ik} = \sum_{m=1}^{k-1} a_{im}$),
- D_j is the number of opportunities in the destination node j ,
- s is the selectivity.

The only parameter of the intervening opportunities model is the *selectivity*. This parameter expresses a feature of 'being finicky'. In other words selectivity represents inclination to accept substitute. Of course this inclination relates to need. The more complex or sophisticated need is the less likely it is to be replaced with a substitute. For example, the process of choosing milk or croissants for breakfast is quite simple. If our favourite croissants are not in the nearest bakery we can go to the next shop but it is not likely that we would go to the city centre trying to get the 'best ever' croissants for breakfast on Wednesday. The selectivity will be 'soft'.

When the need is more complicated the process of choice is more complex. If for example we wish to buy a new motorbike it is not likely that we would accept the nearest occasion. If we have dreamt about Ducati Monster M696+ in black colour it wouldn't be possible to accept for instance Yamaha YBR125 or even BMW G450 X only because the Yamaha or BMW dealer are located closer to our home. These bikes are produced for a different 'market target' and for a different purpose. Maybe we could consider red or blue instead of black or consider other motorbikes in a similar class like for instance Yamaha Fazer8 or Honda CBF600, but

definitely the distance from the dealer wouldn't play any role in the process of selection. In this case selectivity will be very 'sharp'. The same may be said about the selection of the university or the holiday place. The selectivity rises when the good is of high rank. These examples clearly show that selectivity relates to lifestyle and level of civilisation of a given society.

ALLOCATION MODELS: ALLOCATION OF THE DESTINATIONS MODEL

- > Using Stouffer's and Schneider's concepts as a base Zipser (1972) developed a theoretical and formal simulation model emphasising the process of generating concentration as a main driving force shaping urban structure. Intervening opportunities mechanism reflecting the contacts within this structure seemed to be an ideal tool in this respect.
- > Allocation models based on mechanisms of intervening opportunities (Zipser, 1972) mirror the process of shaping patterns of concentration by relocating origin and destination activities looking for a balance (or more widely – equilibrium) in urban arrangement. The given, stable element in these models is accessibility – in practice the transportation network – while varying the chances of different urban elements to be explored as destinations. This determinates the entire urban structure.
- > It is essential to remember that allocation models reflect only one particular aspect which shapes urban structure – contacts which are additionally limited to the kind of extracted contact (i.e. home-work, home-leisure, work-services, etc.).
- > Many kinds of allocation models have been defined. One of them is '*allocation of the destinations*', model which is very useful in studying tendencies of concentration. At the beginning of the simulation process urban structure is defined by the nodes representing origin and destination activities. Origin nodes are 'starting points' of travel aiming at satisfying particular needs in destination nodes. The value of the nodes depends on the kind of contact. For example origin value in contact home-

work are residents wishing to work (in practice all adults) and destination value are workplaces. They travel using defined transportation networks (different kinds of networks can be used – roads, rails, public transport, etc.). The basic assumption is that a good measure of attractiveness of the place is how many people look for satisfaction of their need in the particular place. This is why the process of simulation is based on allocation of destinations from the nodes where they haven't been accepted to the nodes where surplus of arrivals has been noticed. This surplus in reality means unsatisfied need.

As the 'allocation of destinations' model ensures freedom of choice in accepting the occasion, the next step in the process of simulating urban structure is to move destination activities from the nodes in which there is shortage of arrivals (acceptance) to those where a surplus of arrivals has been registered. This procedure is repeated until the entire system achieves a balance. This is to say – until the number of arrivals to each particular node equals the number of destination activities in this node.

The big advantage of this model is that one can use 'imagined' data in order to test the reaction of the system. For example simple population volume can be used as origin value to verify trends of concentration, while destination value can be different from reality (i.e. destination value can reflect planned, future state). Different networks (including those not yet existing) can be used as a base of circulation. Thus 'allocation of destinations' model can be used to study spatial effects of development (both planned and unplanned).

Summing up, the representation of the 'real world' in the 'allocation of destinations' model is as follows:

- nodes represent urbanised space,
- the transportation network defines accessibility of the nodes,
- origin and destination values are located in the nodes,
- the selectivity parameter expresses adequate value for contact profile.

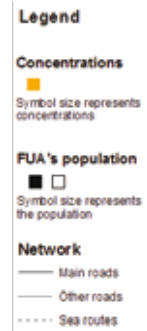
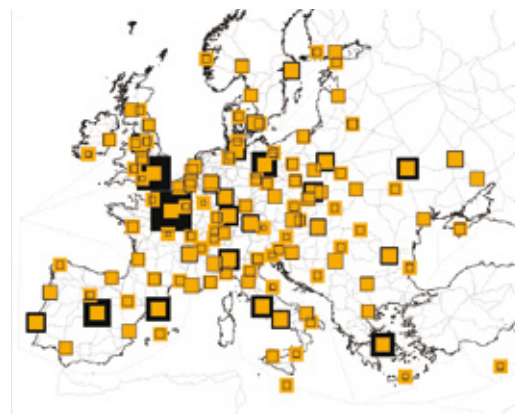
- > The result of the simulation process does not reflect ‘the possible future’ – it reflects trends and tendencies. Analysing procedure of simulation one has to understand that
 - when using simulation models of urbanised space and models reflecting the concentration process – they reflect only chosen aspects of reality, they are not reality itself;
 - only one of the 9 elements of the paradigm of spatial decision making is being taken into account at the time.
- > The model does not give ‘direct’ answers; the results should be studied and interpreted.

SIMULATION DATA AND PROCESS OF MODELLING

- > One of the best possible ways of verifying the usefulness of the simulation models is to test whether they are able to reflect reality. This is to say that one can assume that the model represents the real world precisely if the model can produce the existing state of an analysed aspect of reality. This depends also on data used in the process of simulation.
- > The big advantage of the ‘allocation of destination’ model is that we can use quite simple statistical data and descriptions of the transportation network.
- > This procedure will be illustrated with the case of the simulation of the European urban structure. Our aim was to follow trends of concentration in Europe. Source data were 123 nodes representing FUAs – Functional Urban Areas defined in the ESPON Atlas (ESPON, 2006, pp. 29) supplemented with a few chosen cities from Eastern Europe. The Functional Urban Areas consist of wide territories, but in the process of simulation they are represented by nodes located at the junctions of the transportation network. The form of the network and its parameters, especially the average speed value in each particular segment, defines the accessibility of the nodes (Fig. 5).



Origin values match the population of each node (ESPON 2005, pp. 257-291). The sum of origins equals the volume of destinations. Destinations are equally distributed, which means that each node has the same value (Fig. 6).

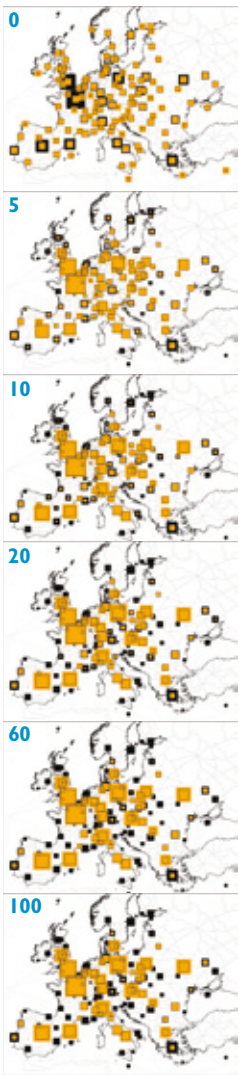


6. Simulation of the European urban structure – source data: origin and destination values

According to the formula of the ‘allocation of destination model’ the first step is to send origins (people travelling in order to satisfy their needs) and observe which nodes have been accepted and which nodes have experienced shortage of acceptance. This result is the starting point of the next iteration. In other words after calculating the complete exchange of contacts in the system during the first iteration we allocate destinations. The value of destination in each node has to be recalculated and is not equally distributed anymore. This kind of simulation might be compared with the real process of locating services. Companies look for the best place to attract clients. They follow client’s choices in order to increase the number of customers.

Our simulation has a speculative aim. We didn’t assume any particular need but we wanted to test whereas in a given transportation network the European urban structure is driven by a concentration force the way it is described in an intervening opportunities model. The process of simulation is repeated until only a very small number of destinations has to be allocated (i.e. 2%). This means that the system has achieved the

5. Simulation of the European urban structure – source data: nodes and transportation network



7. Simulation of the European urban structure – initial arrangement and results after 5th, 10th, 20th, 60th and 100th iterations.

state of equilibrium. We performed 100 iterations analysing the process of simulation of European urban structure. The result of a few chosen iterations is displayed on the Fig. 7.

- > Analysing the results one can observe two significant phenomena. First, that the model reflects the power of concentration very well, and secondly – the essential influence of this driving force in the urban structure. After 5 iterations the accordance with the reality is already quite great. Only peripheral nodes (cities) are underprivileged which is a typical characteristic of the model. This is to say – the accessibility to the peripheral nodes is worse than that of more central locations. If we perform more iterations the nodes with better accessibility will ‘pick up’ the population like a suction pump. This explains in what way the model reflects concentration as a driving force. The final result doesn’t reflect ‘reality’, it mirrors the tendency and describes the driving force.

APPLICATIONS OF THE MODEL

- > The simulation method is successfully applied for the analysis of settlement systems varying in scale and complexity. The mode and precision of representing such structures depend on the purpose of the simulation. This means that what question is being considered is very important. Fig. 8 presents the application of the model to the continental, regional and metropolitan scales. It can be clearly noticed that concentration as driving force influences every scale of urban structure and produces a specific pattern of hierarchy in a given accessibility. Knowing the way the model performs one can judge and study the attractiveness of particular places.

THE IMPACT OF DIFFERENT NETWORKS

- > Accessibility is not easy to be imagined. Relying on intuition in this respect may lead to huge mistakes within complex urban structures. This is why models representing contacts are so useful. The system of accessibility that depends on the shape of the transportation network and the speed

of particular segments of this network influence strongly the result of the simulation. It happens that very little change of the network (i.e. adding a new segment or improving parameters of an existing one) changes the results totally because it re-defines accessibility. On the contrary in other cases declared ‘improvements’ of the transportation network do not influence the simulation results at all.

The Metropolitan Area of Wrocław illustrates this kind of ‘reaction of the system’ (Fig. 9). We can observe only a slight influence of the planned network on the results of simulation after 100 iterations of modelling, however, all other parameters remain unchanged. We will explore this modelling in the following section.

THE IMPACT OF DIFFERENT CONTACT TYPES – CHANGES OF SELECTIVITY PARAMETER

Observing the simulation of the Metropolitan Area of Wrocław we can notice that the influence of a selectivity parameter on simulation results is significant, when comparing two extreme values of a selectivity parameter (Fig. 10). Higher selectivity value (‘soft’) corresponds to the situation when travellers are satisfied with destinations which are quite close to them in the space of opportunities. Lower selectivity value (‘sharp’) means that many of subsequently encountered destinations are omitted by travellers before they find the destination of their trip. This expresses also the importance of the need, whereby ‘sharp’ selectivity is typical of higher rank needs.

Higher selectivity value in the simulation process will result in many small concentrations of destinations. We can interpret them as locally attractive places. Lower selectivity value is favourable to achieving one or a few high concentrations of destinations. Their locations are attractive in a wider (i.e. regional) scale for travellers who are prepared for a longer trip.

8. Application of the ‘allocation of the destinations’ model to diverse scales of urban structures – results after 100 iterations for Europe, the Lower Silesia region (W-S Poland) and the Metropolitan Area of Wrocław. The origin value reflects the real population and the destinations were initially equally distributed; selectivity for Europe and Lower Silesia equals 0,000025 and for the Metropolitan Area of Wrocław – 0,000250





9. Application of the model to examine the impact of different networks on the Metropolitan Area of Wrocław: results after 100 iterations of modelling conducted respectively on the real and the planned network from initial real origins and an even distribution of destinations; selectivity equals 0,000250, 0,000050 and 0,000005 ('sharp')

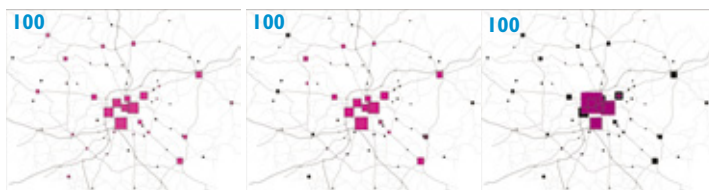
DEVELOPMENT SCENARIOS FOR THE METROPOLITAN AREA OF WROCLAW. SIMULATION RESEARCH.

The simulation was conducted for the Metropolitan Area of Wrocław (MAW) that covers the city of Wrocław and the towns located within a distance of 35 km from Wrocław. Borders of the MAW are almost the same as the administratively delimited metropolitan area; the only exception are southern and northern peripheries of the area which were not taken into consideration. We applied the model 'allocation of the destinations'.

The research was aimed to compare various simulation results. We conducted the simulations that used the existing and the planned transportation networks, as well as different selectivity parameter values that represented the variety of contacts. Therefore the simulation results which used different selectivity values were considered equally. They reflected preferences of various users of the urbanised structure. Special care was taken of the stability of the structure. As it can be noticed the results of simulations are similar using different parameters. Since the change of the network type does not influence the properties of the MAW structure significantly, the next set of modelling was based on the modification of origin values. In order to obtain more accurate results the analysis was conducted on a more detailed representation of the settlement structure of the MAW. The modelling results are described below.

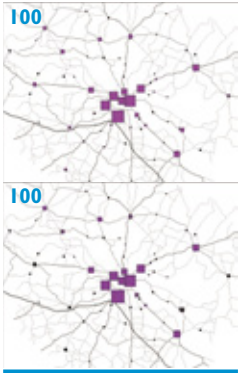
SIMULATION OF THE EXISTING STRUCTURE

The model of the existing structure of the MAW consists of 62 nodes. 9 represent different parts of Wrocław, 13 are located in the surrounding towns and the other 40 nodes are the villages over 1.000 inhabitants. The origin values located in the nodes are the same as the real population in the administrative units and villages in 2004 according to statistical data. The sum of origin values is the same as the sum of destination values (922.513). Destination values are distributed evenly, which means that each node contains an average value of



10. The impact on simulation results of different contact types represented by changes of selectivity parameter. Case study of the Metropolitan Area of Wrocław – results after 100 iterations of the simulation conducted on the planned transportation network from initial real origins' and even destinations' distribution; the selectivity equals respectively 0,000250 ('soft'), 0,000050 and 0,000005 ('sharp').

origins falling on every node (14.879). The existing transportation links between nodes were used as a representation of accessibility. The segments of the network are described by speed ranging from 30 to 90 km/h. These values represent the realistic average speed on road segments being considered. The location of the A4 motorway junctions is especially important because they allow access to the fastest transportation route. The modelling results are presented on the Fig. 11.



11. Modelling of the existing MAW structure – results after 100 iterations of simulation conducted on the existing network and two different values of the selectivity parameter (0,000250 and 0,000050); destination values in colour with origin values in the background

- > The result clearly displays the dominant position of the city of Wrocław which is, however, divided into nine nodes. In the surroundings of Wrocław only the nodes located very closely to the city in the South and the East have the ability to attract higher destination values. In the North-West zone there is an ‘infertile crescent’ that represents the area of very low attractiveness, where only very few and weak concentrations can be found.
- > An interesting regularity has been noticed concerning ‘ring towns’ of Wrocław. Towns located north to Wrocław and one southern town (Olawa) attract destinations in a good proportion the their real size whereas towns located south to Wrocław (Kąty Wrocławskie, Gniechowice, Kobierzyce, Żurawina, Środa Śląska, Jelcz-Laskowice) seem to be too close to Wrocław to compete with it. They easily lose destination values to the nodes located in Wrocław, however they can be quite attractive for contacts occurring at the local scale.

SIMULATIONS OF PLANNED URBAN STRUCTURE

- > The essential difference between simulations of existing and planned structure was accessibility. This is to say that the transportation network used in the latter was adopted from the local and regional plans. This means that the real transportation network was supplemented by the connections not existing yet but already accepted as future solutions. The most significant changes were three bypasses: internal for the city of Wrocław (the downtown bypass), motorway bypass and metropolitan ring road connecting

towns around the city. The model representation of the urban structure (nodes, origin and destination values, selectivity) remained the same as in the first set of simulations.

We addressed the issue in what way the new transportation network would influence the structure of the Metropolitan Area of Wrocław. We would like to explore the problem if the system itself would generate new ‘magnets’ only by increasing accessibility. This question was especially interesting in the context of the planned ‘West Pole’ which is expected to create the new, specialised ‘centre’ of the city (see Ossowicz in this book, pp. 25). The modelling results are presented on the Fig. 12.

The most remarkable – and in fact rather unexpected! – result of this set of simulation was that almost nothing had changed. Massive investments in infrastructure didn’t result in new points of concentration. Four main phenomena might help explain this surprising result:

- the express bypass has sparsely located junctions, thus has only little influence over travel at the local level; moreover they duplicate the main radial of an already existing transportation network,
- the metropolitan ring road connecting the towns around Wrocław doesn’t reflect the connections between these places and the main city, which are stronger than the relations between the towns themselves, so that its existence has little influence on new points of concentration,
- a few new connections are only of local importance (Wrocław Old Town ring road or eastern metropolitan road), and
- the model is not very detailed so that it cannot reflect properly the increase of attractiveness at the more local level.

This last assumption was the reason we decided to conduct a more detailed simulation presented in the following section.

The differences between the results of the simulation of existing and planned structures

12. Modelling of the future MAW structure – results after 100 iterations of simulation conducted on the planned network and two different values of the selectivity parameter (0,000250 and 0,000050); destination values in colour with origin values in the background



of the Metropolitan Area of Wrocław were not very significant, albeit some of them are worth considering. The metropolitan ring road connecting the towns located around Wrocław improves the growth conditions of these towns slightly compared with the previous set of simulations. This is especially true about towns located on the motorway junctions. The metropolitan ring road results in significant growth of Brzeg Dolny – the town located to the North West of Wrocław which attracts almost all the destinations from the surroundings (i.e. leaving the town of Wołów located on the outskirts of the analysed system without any destination). Application of ‘soft’ selectivity which favours local concentrations produces a first hint of concentration to the west of Wrocław (the town of Miękinia located near the motorway junction).

SIMULATIONS OF IMAGINARY STRUCTURES

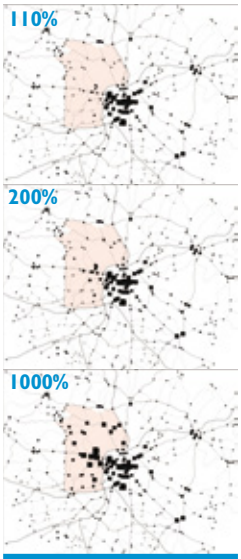
- > Models – as it has been already explained – are especially useful while experimenting on them instead of experimenting on the real system. We were playing this kind of game when trying to figure out what should be done to shift the existing urban structure to a new level of arrangement.
- > Simulation was conducted on a more detailed representation of the MAW structure. This time 505 nodes were located in each junction of the planned network. These nodes reflected the urban structure in a more precise way and enabled us to recognise attractiveness of the places on quite a local level. Origin and destination values were estimated on the basis of data used in previous simulations (2004). While estimating origin values real population was distributed evenly among nodes according to their administrative location. This distribution completed the arrangement of 40 villages of over 1.000 inhabitants.
- > The research aimed to evaluate the ability to reshape the MAW structure due to changes of the distribution of origin values. This reflected the potential of the places. This is to say that we tried to estimate how big investments had to be

made before the system would achieve the ability of ‘magnets’ generating new urban concentration. Special attention was paid to investigating changes which follow the strengthening of the surroundings of the planned West Pole of Wrocław. In two previously conducted sets of simulations nodes located in this area did not concentrate destination values, in contrast to the nodes located to the East of the city.

The ‘Western Zone’ was established and located among the motorway bypass of Wrocław, route No. 5 to Poznań, the metropolitan ring road and the A4 motorway running on the southern outskirts of the city. Origin values in the Western Zone were enlarged only for the nodes located inside the zone and those in the city of Wrocław. Junctions located on the border of the Western Zone and nodes located in the administrative units of Oborniki Śląskie, Brzeg Dolny, Środa Śląska and Kąty Wrocławskie were disregarded. We tested three different levels of enlargement of origin values. First, the existing values were increased by 10%. Having statistical data analysed (Tab. 13) we discovered that during the period 2004-2009 the average increase in the Wrocław Poviats (county) had a similar value (11,16%). This value was the biggest growth recorded in all poviats at that time. Even more interestingly, the growth was observed only in the Wrocław subregion and the poviats located close to Wrocław Poviats. We assumed that the 10% increase was a reliable description of natural social processes. For the simulation experiment this growth was concentrated in nodes of the Western Zone.

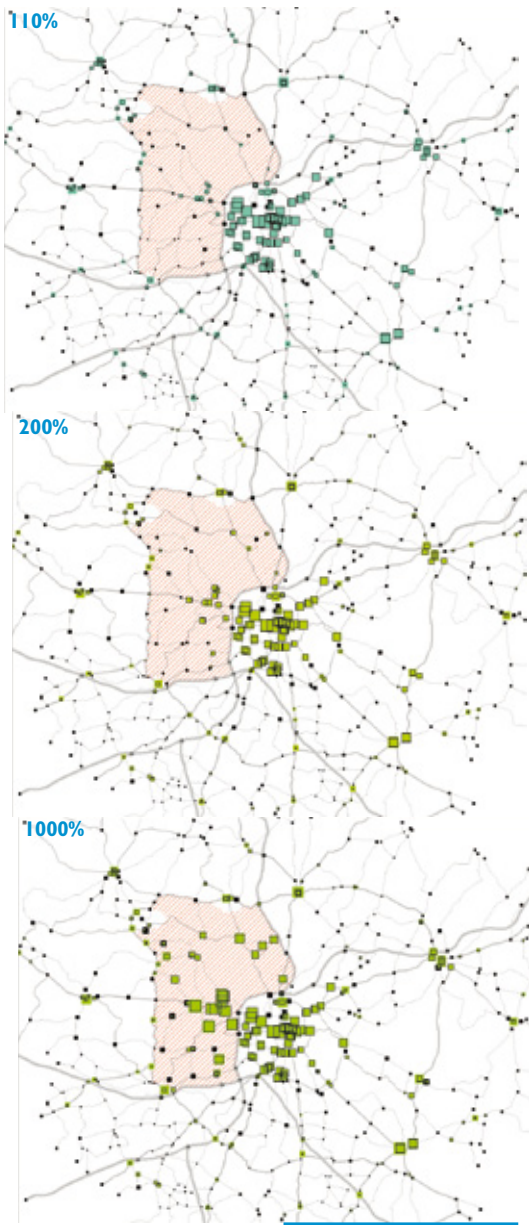
TERRITORIAL UNIT	CHANGE 2004-2009	
	[%], 2004=100%	[RESIDENTS]
Lower Silesia Voivodeship (region)	0,994	-16428
Wałbrzych subregion	0,976	-16371
Jelenia Góra subregion	0,983	-10002
City of Wrocław subregion	0,993	-4122
Legnica and Głogów subregion	0,995	-2014
Wrocław subregion	1,030	16081
Strzelin Poviats	0,988	-536
Wołów Poviats	0,994	-272
Milicz Poviats	1,004	145
Oleśnica Poviats	1,008	816

13. Population changes in selected Lower Silesia territorial units (period 2004-2009)



14. Distribution of origin values in the simulation of the West Zone – implementation of 10%, double and tenfold population increase in the Western Zone node values

- > In the second simulation the origin values were doubled and in the third – we performed with 1000% growth. (Fig. 14).
- > Simulations were undertaken using only one selectivity parameter value. This was the biggest value applied in the two previous sets of simulations (0,000250). The selectivity we used was 'soft' in order to favour the short trips rather than the longer ones. The exact value of selectivity varied slightly because in each simulation the sum of enlarging origin and destination values was different. The results of the simulations are presented on the Fig. 15.



15. Results of 100 iterations of West Zone modelling – final distribution of destination values achieved with 10%, double and tenfold increase in the Western Zone node values

General results confirmed the strong position of 'ring towns' around the city of Wrocław. Only few new concentrations can be noticed at junctions of the metropolitan ring road (especially notable west to Wrocław, near Mięknia), which proves the stable position of the structure of Wrocław and its 'satellites'.

Enlarged potential of the West Zone does not significantly affect the South-East zone of the surroundings of Wrocław which retains its attractiveness. The only difference is the local rearrangement of the concentrations. Finally, increased values of the nodes located in the Western Zone do not noticeably transform existing arrangement, but they complete it with some new local concentrations.

The Western Zone was our urban laboratory of transformation. What have we learnt from the lesson? First, potential of the place would have to be enlarged enormously to show visible concentrations although they are expected by local planners. Yet, even in the case of enormous increases, the existing concentrations (i.e in and around 'the town within the city' – Leśnica) are stronger and able to attract more destinations than newly created nodes. Secondly, the area located on the northern bank of the Odra river is 'cut off' from the benefits of growth. We notice very few concentrations in this area and in order to 'get started' they require enormous increase of their potentials. Thirdly, the southern part of the Western Zone has quite a low capacity, with the exception of one node (Somlec-Pietrzykowice), to attract destination values.

Analysing the results we must remember that we use a model of reality with all its limitations. This model is enriched with imaginary enlarged values of potentials of the Western Zone. Population enlargement of this kind in the real world would require new investments like roads, infrastructure, commercial, services, etc. These changes would probably affect the position of a few nodes by changing the position of some nodes and bridges. We have to remember that this is only a 'scenario'

game' displaying trends and tendencies, not 'possible future'.

- > The research clearly displays very important characteristics of the urban structure:
 - the existing arrangement is very stable and it is not easy to shift it to a new level of organisation,
 - improvements of accessibility play an important but not ultimately a decisive role in increasing the attractiveness of places,
 - in order to 'switch' the urban system onto a new track of self-organisation massive investments are required.

CONCLUSIONS

- > The metropolitan system of Wrocław is dominated by the city, because of geographic and historic conditions. Wrocław is located in the most convenient place to cross the Odra river, thus the regional transportation system is centre oriented and converges in the city. The radial transportation network strengthens the system of 'dependence' between Wrocław and its 'ring towns'. This structure is very stable, and the planned metropolitan ring road connecting 'ring towns' does not change the general relations between them and Wrocław. The metropolitan ring road is very important for the ring towns at a local scale. Implementation of this connection into the regional transportation network would be an effective stimulus for the development of the ring towns and settlements at other ring road junctions.
- > The simulation mechanism emphasises the impact of concentration forces on urban structures. Therefore it is not easy to achieve concentrations located in the surroundings of Wrocław. However simulation results helped us to observe the noticeable attractiveness of nodes in the South-Eastern zone, which is caused by existing investment density and network structure with the planned powiat ring road as an enhancement. The attractiveness of the South-Eastern zone and the lack of concentrations in the West Zone are the structural characteristics of Wrocław's vicinity. In the Western Zone the transportation network and

urban structures are dispersed and only Leśnica attracts sufficient contacts to achieve the position of a local centre. Simulation attempts to achieve new concentrations in the Western Zone, based on enlarging node values, were only effective if they are dramatically changed. However, such an increase of population in the real space would have a serious impact on investment density.

The tool we presented to support urban planning should be applied with awareness of all its limitations and simplifications. Although not being perfect, nevertheless it assist in obtaining a deeper insight into processes which are not clearly observed or imagined. We cannot interpret the simulation results as a straight answer because we use a model of urbanised space and a model of the concentration process. By observing simulation results we can estimate general characteristics of an urban system. The model we use is a concentration model and does not encompass other factors of the paradigm of spatial decisions. The simulation results of more complex and sophisticated models (i.e. the ORION model which encompasses all elements of the paradigm) have yet to be interpreted. Simulation conducted on the Metropolitan Area of Wrocław revealed stability of existing node attractiveness resulting from the radial network structure and domination of Wrocław. Although the modelling results have to be interpreted, simulation methods are a useful and effective way to examine urbanised structures.

Dr. Magdalena Mlek-Galewska is assistant professor at the Faculty of Architecture, Wrocław University of Technology.

PART 3

WROCLAW

GROUP

3

SHARPEN THE EYE



**BARTOSZ HAKBART, NAIM KLEMENDI, DARYA LAHUTSENAK
SZYMON NOGALSKI, CHIARA ROSSATO, TIAGO SERRENHO**

ANALYSIS OF THE CITY

> A pragmatic look at the city highlighted its green – blue assets. Like many cities, Wrocław was located on its river for its livelihood. The river system continues to play a prime role as a symbol and a nature reserve in the city structure, although its economic functions such as navigation have declined. Its propensity to flood has turned the river into a risk and has impaired its accessibility, safe for speculative developments in flood planes contradicting plans. Rivers present also obstacles to traffic flows due to lack of crossings. Wrocław's large amount of green areas, agricultural land and allotments is a historic accident which endows the city with unique assets. Disliked by planners and developers allotments provide a sense of belonging and a socialising platform for their users. Continuous car based suburbanisation has worsened traffic and pollution and threatens Wrocław's considerable heritage.

EXPECTED GROWTH

> These salient features are put into the perspective of Wrocław's development dynamic and considered from a demographic, economic, ecological and competitiveness point of view as the basis for our proposed interventions.



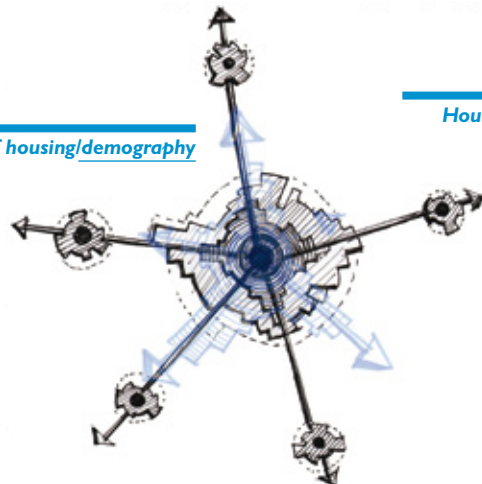
Wrocław's demographic dynamic leads us to think that it is undergoing a trend to suburbanisation with sprawl along the main radials and a set of higher density clusters in the short term. This may reverse in the longer term due to aging population and investment potential in inner city housing. Competition for tourism is fierce and Wrocław would have to emphasise its niche offer also for local tourism to sustain current levels. It is already diversifying to business and cultural tourism with the refurbishment of the Centennial Hall, the bid for European city of culture and the regeneration of its historic centre. While local transportation is still viable, except for car traffic and the planned expansion of the airport, but wider connections are weak and investment in regional links would be important.

Large scale shopping malls seem to exceed demand, especially without better regional connections. They are also displacing local businesses and reducing local services which harm the local economy and quality of life while generating more car traffic with all its adverse effects. They are also encroaching on the public realm despite their offer of public activities. Judging from widespread experience such malls tend to become early brownfield sites and represent an environmental and economic loss for the city. It could be argued that Wrocław may be prone to climate change with its large flood plane and poor flood defences. Giving in to development pressures on allotments would also reduce soil permeability which contribute to a better water management, heat island reduction and a lower CO₂ footprint. The same is true for agricultural land. Increasing car ownership and use are degrading air quality, besides contributing to greenhouse gases.

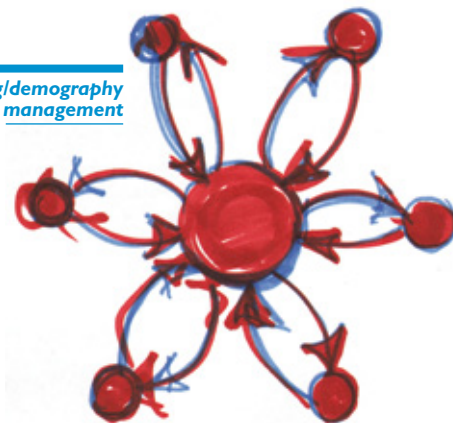
PROPOSALS

In the light of current 'organic' development pressures and the planned spatial strategies we are making some concrete sectoral proposals to steer Wrocław towards a more sustainable future.

Expected growth of housing/demography



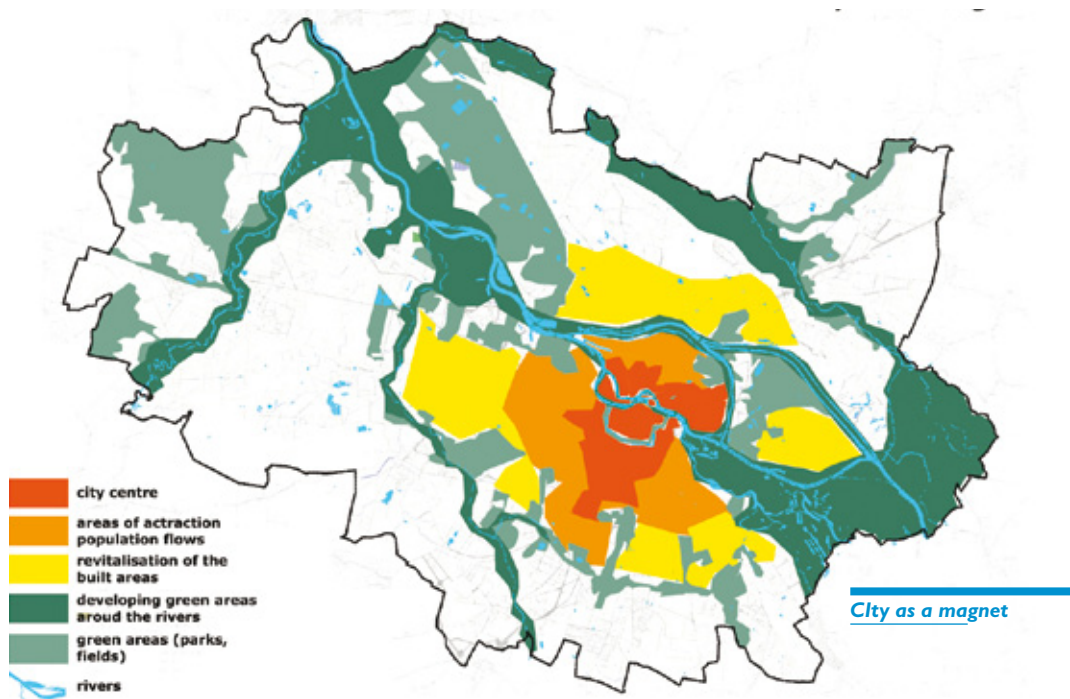
Housing/demography management



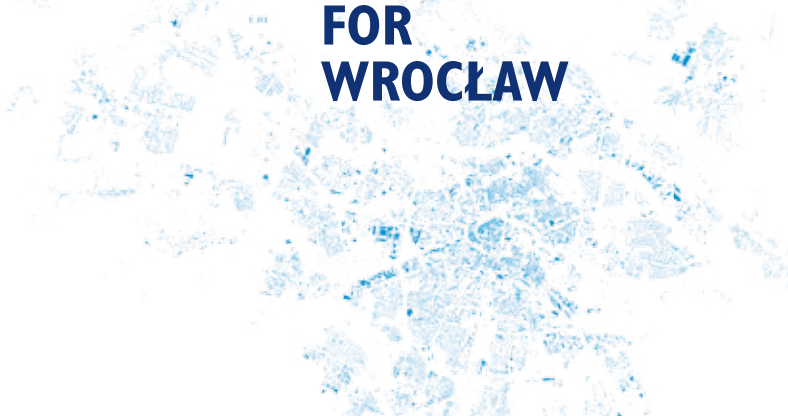
- > For us, population movements and housing constitute the main challenge and both inward and outward movements could be managed through incentives and guidance to achieve a compact urban fabric. While managing outward flows may help to containing sprawl, managing inward flows should pay attention to gentrification and the need to preserve public spaces. Possible interventions are improving centrally located services, refurbishing and making existing modernist housing more attractive, introducing mixed uses, and providing realistic information on urban fringe living.
- > Transportation and tourism have a great impact on the city's economic wellbeing. Better uses of the river for recreation and mobility would bring benefits to the city as a whole, as would improved public transport links with other tourist attractors, such as Prague, Warsaw and Krakow, together with the provision of facilities for business tourism. Possibilities are bidding for international events such as hosting Capital of Culture in 2016, or finding further international uses for the Euro 2012 football installations.
- > The speculative increase of shopping malls is threatening existing small enterprises and single-person businesses, which are supposed to innovate

and drive the economy. Public-private-partnerships could be encouraged to make small businesses more attractive in their localities and valorise their presence as an important contribution to the local economy.

Green-blue issues should be addressed in a genuine sustainability strategy, dealing with all environmental aspects and involving all stakeholders. Detailed plans with risk assessments, should be established for the most significantly heritage sites. This should include the use of flood planes, the designation of no man's land allowing temporary structures to enhance green blue corridors through the city. Allotments are a sensitive political issue and need careful balancing between their social cultural values, their potential for urban agriculture and development pressures which are not very justified in a city with a large number of brownsite fields and a lot of open land. Reorganising tenure to protect their natural heritage value and provide security to those who invest themselves into them should form part of this approach. Wrocław's extensive river system has great potential for reducing dependency on coal by introducing micro hydro plants and harnessing nature sustainably with dams and polders.



WROCLAW VISION FOR WROCLAW



ADRIANNA SILVA BARBOSA, KONRAD JANOWSKI, AGNIESZKA JURECKA
AARON MO, GIORDANO MUCCIO, SAMI STAGOVA

a human body. People are part of a community and in constant communication with others, be it their neighbours, their countrymen, or foreigners. As Wrocław is masculine in Polish we can call him Mr Wrocław.

Like all humans, Mr Wrocław is identified by three essential elements – knowledge capacity; heritage; and, the way people look at him. They correspond to the internal aspects of the city (the general city, its districts, public spaces and building plots) and distinguish him from other people (cities).

Mr Wrocław's knowledge capacity is shaped by university education and work experience in IT. Mr Wrocław is strong, Slavic looking, with some Germanic features. He could be considered good-looking, but fatigue had a huge impact on his appearance, due to inherited conditions and an unhealthy lifestyle. His dress-sense is uninspiring as he tends to shop in High Street outlets. Despite his strong constitution he is a little fragile, due to high blood pressure (or water density), which at times restricts his movements. He combats this by extensive use of virtual communication, via any gadget. He also enjoys socialising with people from many cultural backgrounds. He is perceived as approachable – always smiling, speaking many languages and open to new ideas. His personality makes him a popular person, especially with close colleagues and his countrymen.

Every morning Mr Wrocław wakes-up and looks in the mirror, scrutinising certain aspects that he, and at times others, are not happy with. One day he decided to deal with the perceived negatives to advance his social status. His idea is to do extensive IT networking by using his unique historic background, accumulating new gadgets, staying mentally sharp and improving his body by exercising.

STRATEGY
A strategy must be created to meet our vision for Wrocław. Imagining its future development and creating a vision requires in-depth considerations of the city's actual and potential components of excellence and role at different scales.

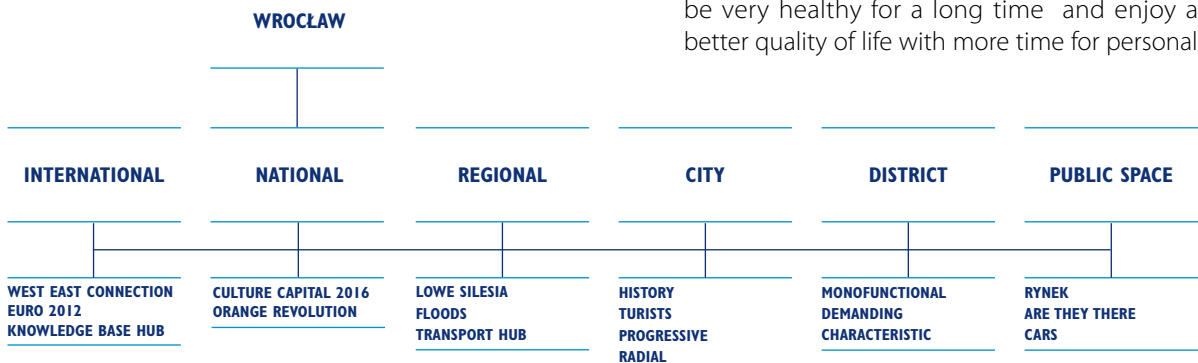
If Mr Wrocław follows our prescription he will be very healthy for a long time and enjoy a better quality of life with more time for personal

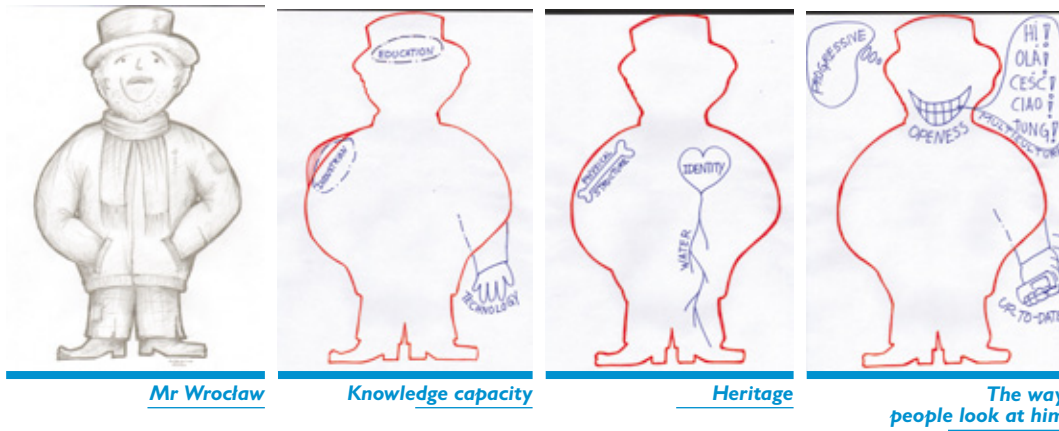
WROCLAW IN LAYERS

- > The group is trying to understand the city from two perspectives: analytical and symbolic. From an analytical point of view it is positioning Wrocław's in relation to a variety of geographic layers: international, national, regional, city, district, and public spaces layers to identify where the city wants to be, what it is lacking and what improvements need to be achieved in the medium and long term. From a symbolic point of view the group gives the word to 'Mr Wrocław'.
- > These layers interact both horizontally and vertically with each other, showing different levels of acceptance of each aspect that belongs to a layer. For example, history, a great asset of the city will affect the entire region, because Wrocław is the biggest city in the region, but it has also global effects, because the city has the most interesting mixed history in Poland. Another example is Rynek, which has a different significance locally as a public space and nationally as the most representative cultural site of the city.

MR. WROCLAW

- > Analogies can help to understand complex multiple layers. Many perceive the city as an organism, but we prefer to compare the city to





Mr Wrocław

Knowledge capacity

Heritage

The way people look at him

development, which brings self-confidence and increases socialising, even in unfamiliar situations. If he keeps up-to-date with technology and networking, he maintains contacts, continues to be in-the-loop of important information and improves his social status. He can even meet his own vision and look like this:

HERITAGE FOR THE FUTURE

- > A vision for the city should be rooted in its identity and heritage and by using its assets. We consider some points in the city meaning as important ones. Heritage is an aspect of history, of the past, of tradition and writes large in Wrocław's role of capital of Lower Silesia. So do knowledge and spirituality. These features constitute



Future look of Mr Wrocław

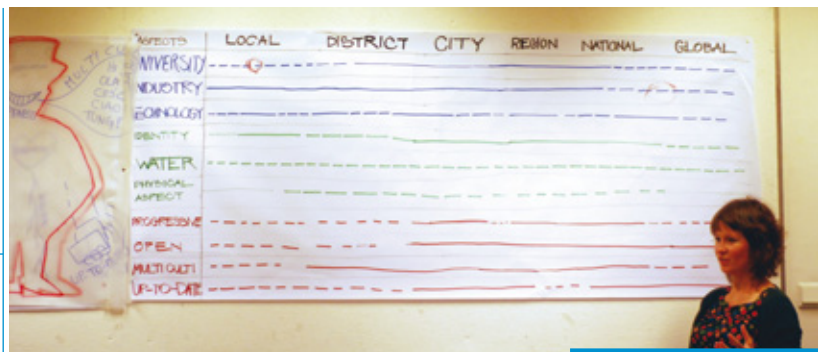
Wrocław's motto, Heritage for the Future. Heritage Wrocław's identity, as is water, physical structure and genius loci, which all affect inhabitants and visitors. The blue green network through Wrocław gives it the name of Venice of Central Europe. Knowledge embedded in Wrocław's university, industry and technology enrich Wrocław's political progressiveness, openness to new people, for visitors but especially for inhabitants of different nations and multiculturalism. Together, these components of excellence which require particular development strategies are contributing to Wrocław's heritage for the future.

CONCLUSION

The diagram aims to show a synthesis and overall assessment of all possible perspectives of the various city aspects we highlighted and their relations or impacts at different scales.

The continuous line shows an overall positive perception, whereas the dashed one underlines problems or possible frictions and deficiencies that need to be addressed. The university has a strong role and a good reputation at city, regional and national level but poor relationships with the community low international competitiveness. Industry is well integrated at local level, and the city at national level, while it should attract more investment internationally. Water is an important city asset, source of drinking water, link with Silesia and Germany, but it presents flood problems and its management is of international importance.

Many physical interventions are needed at city, regional and national level to improve mobility and connections and districts need to be defined more clearly. At the very local level the structure of the city appears to be well integrated but buildings need renovation. The city is perceived as progressive, its multiculturalism is recognised in Silesia and Poland and the peculiar form of the city and Rynek are known internationally.



Strategy diagram

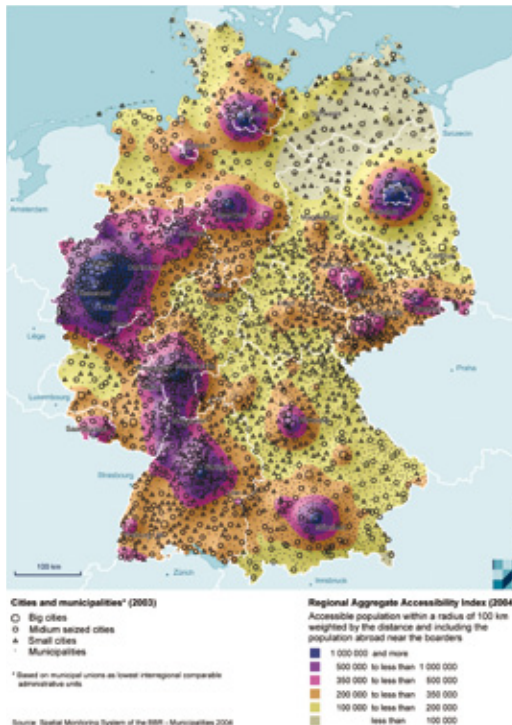
TRENDS AND CHALLENGES OF URBAN REGENERATION IN GERMANY

DIDIER VANCUTSEM GERMANY/ BELGIUM / FRANCE

The most pressing problems in urban development in Germany today are the impact of demographic and economic change (decrease of population, ageing, diversification and immigration; globalisation, deregulation and internationalisation of markets, de-industrialisation, privatisation and rise in unemployment).

CONTEXT OF URBAN REGENERATION IN GERMANY

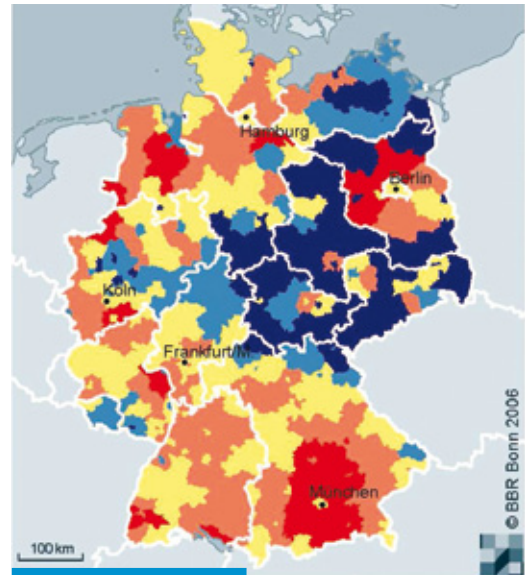
> Demographically, Germany's 82.5 million population will soon be on the decline (Tab. 2). By the year 2050 it will fall to about 75 million, and assuming lower life expectancy and migration to around 67 million (about the population of the former West Germany including West Berlin). Despite calls to prevent these developments, demographic dynamics have inertia and make turning round impossible.



1. Urban System in Germany

source: BBR

The dramatic decline in household size means < that half of them are single person households (most of them over 65) in large towns over 100,000 inhabitants. By 2020, there will be roughly an equal number of growing towns and towns with high population losses at the regional level of districts (Fig. 3). The number of young people (< 20 years old) will decline by almost 20% in the West by 2020, and in the East by 2010, while in rural areas the decline will be approx. 30%. The number of elderly people over 60 years will increase by 20% or more in the west and the east.



3. Future population dynamics by 2020. Dark blue - strong decrease, blue - slight decrease, yellow - stability, light red - slight increase, red - strong increase

source: BBR

TRENDS AND PROBLEMS OF URBAN DEVELOPMENT IN GERMANY

Urban development was characterised by < economic growth and a socially balanced society till the middle 1970s. Globalisation, exposure to European conditions, economic and demographic change interrupted this development. The influence of nationalised companies is in decline and more rapid and far-reaching change is affecting

	2001	2020	2050	2020-2001	2050-2020	2050-2001
Germany	82440	82823	75117	383	-7706	-7323
Old Länder	65327	67338	62217	2011	-5121	-3110
New Länder	17113	15485	12900	-1628	-2585	-4213

2. Long-term demographic development 2001 to 2050 (in thousands)

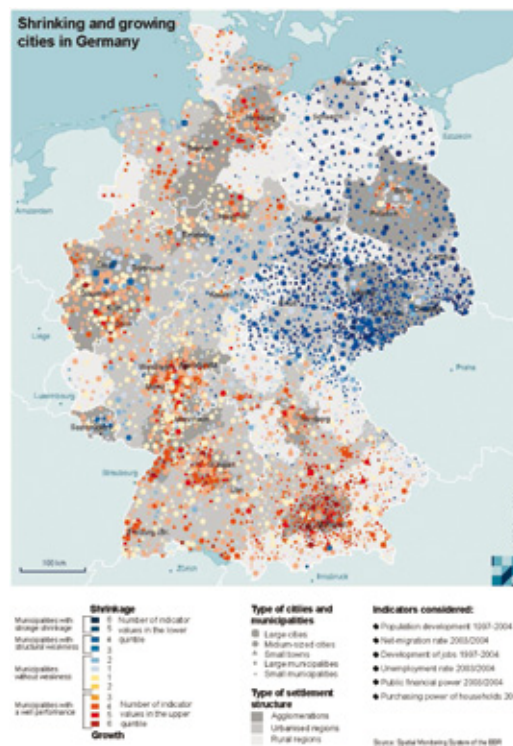
source: 10th co-ordinated population projection of the Federal Statistical Office Germany, calculations of the BBR

the development of towns and city regions with significant consequences.

- > Towns and city regions are no longer growing uniformly and expanding towns coexists increasingly with contracting towns, especially in the East of Germany, while ‘urban change without growth’ occurs also in the West. Furthermore, population is declining in inner cities while continuing growth takes place on the edge or in the immediate surroundings of towns. These trends create particular challenges for urban development policies which will be characterised by the interaction of new strategies of urban restructuring, traditional measures of urban renewal and careful municipal expansion.
- > Social developments are reflected geographically in cities and certain urban districts are inhabited by an above-average number of households with low-incomes and other social difficulties. The condition of buildings, land values, rent levels and the image of the district are all closely interrelated and they are both conditioning factors and results of the formation of disadvantaged districts. Thus, urban development policy will continue to be directed both at building development and social stabilisation of disadvantaged districts, assisted by measures of social housing support. This is to secure equitable urban living environments in the long term and for all social and marginalised groups to provide them with opportunities of economic, social and cultural integration.
- > Regional housing market development and change in housing markets are increasingly differentiated. Growing city regions with a high housing demand contrast with housing markets with a supply surplus leading to vacant housing and problematic urban planning situations.
- > In the medium term, changing economic structure will influence which towns in West and East Germany will continue to grow, and which will contract or shrink. Urban development policy is above all becoming a location policy. With growing competitive pressure in Europe and worldwide, no town can be permanently sure of maintaining its

current economic base. Municipal contracts are thus established to shape processes of economic change.

Increasing mobility indicates increased geographic interactions, with corresponding demand for land for residential and transport purposes. Development of undeveloped areas and increasing noise pollution are noticeable to all city-dwellers. Traffic noise has now become the main problem of life in the city. Over recent decades ‘local habitability’ has been sacrificed to seductively quick ‘long-distance accessibility’. Mobility must be designed to ensure the urban quality of life.



4. Shrinking and Growing Cities in Germany

source: BBR

Demand of land for residential purposes at the cost of undeveloped areas continues at a high level, associated with continuous geographic sprawl and thinning out of towns. Although previous loss of 130 hectares (till 2008) to the current 105 ha, due mainly to the economic situation, does not guarantee further significant

decline. Inner city development in preference of outer city development, regeneration of the existing housing stock and reuse of existing vacant sites are therefore central considerations for the future.

KEY URBAN DEVELOPMENT TASKS: URBAN RENEWAL, RESTRUCTURING AND EXPANSION

- > Towns are subject to continual change, and undergo phases of growth, stagnation, decline and revitalisation. Accordingly, urban renewal, urban restructuring and urban expansion have different importance over time and in different places, but all of them remain relevant since urban development in Germany is characterised by simultaneous urban growth and decline at city level and within specific districts. Growth and decline in both population and employment can be found in close geographical proximity, characterised by age stratification, migration, employment rates, unemployment, real taxation, and purchasing power.
- > Overall, these indicators provide information on the structural strength or weakness of towns. Persistent negative decline of these factors indicates structural weakness while steady positive rates of change indicate structural strength. A city is considered in severe contraction if the majority of the six indicators falls into the lower part of national ranking (20% of municipalities at the lower end of the scale).
- > Growth and population decline are unevenly distributed in Germany. Contraction is no longer confined to the East and is increasingly encountered in West German towns with structural problems. Urban restructuring will no longer be confined to the demolition of individual, and in particular residential buildings as vacant property will soon also include commercial and infrastructure facilities. An orderly clearance process will have to be designed as a viable future strategy at overall municipal level with concomitant urban planning consequences for individual districts. Urban development policy is therefore likely to become a

combination of traditional urban renewal measures with new urban restructuring concepts and careful clearance strategies.

URBAN RENEWAL, A PERMANENT TASK

Since the introduction of urban development support in 1971, a change has again taken place in dealing with existing housing stocks. Earlier area clearance was applied to inner-city blocks of buildings, to rectify 'urban development abuses'. Careful urban, socially responsible renewal followed which maintained existing stocks. The area scenario changed over time. Inner cities and older areas from the late 19th century were joined by newer residential and mixed use areas. The deficiencies in these districts were remedied by flexible action concepts, which combine ecological, urban development, housing, social and employment policy, construction and culture objectives. Such an integrated approach aimed to preserve the quality of life in these districts by maintaining or revitalising mixed structures. Increasing consideration was attributed to maintenance and ecological modernisation and to the improvement of the living environment overall instead of costly construction measures. This was accompanied by increasing dialogue and co-operation with residents and other bodies to jointly develop renovation solutions supported by residents. This planning approach continues today. Special importance was always attached to the upgrading and revitalisation of inner cities to prevent migration to the surrounding area and the fragmentation of cities into segregated residential areas. The upgrading of central locations restores their attraction in comparison to suburban districts and an IRB BBR survey shows that these policies have halted population decline in the cores of large towns in Western Germany by the end of the 1990's while a slight overall increase in population has been recorded since 1997 in former East Germany. Careful urban renewal laid down in the national sustainability strategy is therefore an essential component of sustainable urban development.

Continual environmental and socially responsible care of existing stocks for which urban development funds are available, ensures their continued usability, protects listed buildings and contributes to architectural heritage.

GROWING IMPORTANCE OF URBAN RESTRUCTURING

- > Urban restructuring is a measure to cope with economic structural change, aging population, decay of the physical fabric and generally new demands and lifestyles of urban populations. It means adapting the built environment and its uses, in particular residential structures, to these changes. Sustainable urban development policy aims to improve living and working conditions and the urban environment and to strengthen the most vulnerable parts of cities whilst saving space. It encompasses a number of interventions.
- > Often current uses of buildings do no longer correspond to present requirements. Historic buildings and landmarks earmarked for refurbishment can be reused or prepared for alternative uses. Infilling gaps while preserving open spaces, especially in high density inner city areas is important. Conserving redundant buildings and places for a yet unknown future reduces loss of resources through destruction.
- > When structures are too derelict and require demolition they offer an opportunity to create new qualities in towns, which benefit all residents and thus serve the welfare of the whole community. Before sustainable redevelopment, clearance sites can be used for contractual interim uses, ranging from planting to sports activities and recreation. The renaturalisation of cleared sites is very important and can provide much needed open spaces within the urban fabric and foster environmental urban development.
- > Urban restructuring contributes to internal (re-) development, promotes sustainable residential development enhanced by resident participation, avoids developing green field sites and contributes to a better quality of life in towns.

Urban regeneration demands just as much planning and conceptualisation as urban renewal and urban expansion and necessitates an 'urban restructuring culture' to deliver solutions capable of flexible, cost efficient adaptations which will maintain newly created qualities in the long term. Architectural and urban development concepts are tools to design towns as places worth living in, whilst elaborating local and regional models remains an important task of urban development policy.

Urban restructuring should also be seen as a wider task, in which special instruments of urban development policy are used in combination with other fields of policy, such as housing, transport and local economy affecting the overall environment.

Environmental protection is becoming an increasingly important part of urban development. This includes energy-efficient new construction, reduction of energy consumption in existing building stocks, cost-efficient measures of reducing use and emission of harmful substances in existing buildings, by incorporating future maintenance and renovation measures. Despite the long leeway of such measures short-term actions can be initiated and brought into the public eye. The implementation of the EU directive on the overall energy efficiency of buildings will bring important progress in this respect.

In order to reduce energy consumption and CO₂ emissions in towns, the integration of previously separate fields of action must be improved. The reduction of harmful emissions is a cross-sectoral urban development task. This requires the intensive co-operation between various specialist disciplines and intensive involvement of private bodies. This offers municipalities the opportunity to exert their influence, traditionally confined to the preservation of existing stocks, through information, qualification and imagination.

REGULATORY FRAMEWORK IN GERMANY (RID)

Germany has a federal structure and individual Länder (Federal States) have competence over urban development policy, thus urban

regeneration policy is implemented differently in different parts of the country. The local authority acts bestow local authorities with the responsibility of local planning, which the Federal Government and the Länder support, advise on and ratify.

- > Germany has been carrying out integrated urban regeneration over 25 years. Relevant legislation provides support for improvement of streets and squares, design of green areas, development of social and cultural infrastructure, resident involvement, and much more. Although focused usually on physical, architectural improvements, urban regeneration can be linked to other measures and form the basis of social and employment initiatives.
- > Non legally, binding, the 'framework plan' is the main planning instrument for urban regeneration. Without prescribed fixed form the framework plan can be formulated to suit the task and becomes a working hypothesis. Continuously updated it gives rise to detailed plans for selected geographic areas (Blockkonzept).

URBAN DEVELOPMENT PROMOTED BY FEDERAL LÄNDER PROGRAMMES

- > Since the 1970's, the Federal Government and the Länder are providing financial support for investments in the renewal and development of cities and municipalities within the framework of the Urban Development Programmes which encompass a wide range of physical and social activities, regular evaluation and monitoring and practice-oriented research projects. The central aim of the programmes is the stabilisation and development of cities as places of economic activity and living. All documents, laws and regulations for the implementation of the different programmes are rooted in the Federal Law, in the National Building Code and in the administration agreements between the Federal Government and the Länder.
- > Three comprehensive and multidimensional approaches are directed at coping with problems of shrinking cities. The federal-state programmes 'Urban Restructuring in the New/Old Federal States' (*Stadtumbau Ost/West*) focus on physical

measures to realise revitalisation without growth. The programme 'Social City' (*Soziale Stadt*) is directed at strengthening social inclusion in both growing and shrinking cities (cf. <http://www.sozialestadt.de>).

The 'Districts with Special Developments Needs Programme' adopted on 1999 aimed to create socially stable residential structures and to counteract the widening of socio-spatial rifts in cities. It fostered participation and cooperation in 214 cities and towns and represents a new integrative political approach to urban district development, including employment, social activities, urban district culture, integration of diverse social and ethnic groups, living environment, public space and improvement of city image (cf. also <http://www.sozialestadt.de/en/programm/>).

The programme 'Urban Restructuring in the New Federal States' (*Stadtumbau Ost*), launched by the German Federal Ministry of Transport, Building and Housing was for 2002 to 2009 with a budget of 2,7 billion €. Federal funding depends on state governments and municipalities each contributing one third of total project costs. It reacted to the oversupply of housing in East Germany, which originated in extensive new construction at the end of the 1990's, stagnating household figures and migration to West Germany. It aims at strengthening inner cities, reducing oversupply of housing and revitalising cities affected by deconstruction (BMVBS/BBR 2006). Focusing on the most visible part of urban shrinkage – housing vacancies – the goal of the programme was to demolish up to 350.000 vacant buildings by 2009. Nearly all eastern cities participated in the programme and demolition led to a far lower increase in vacant housing. Judged insufficient, the programme was extended more intensely after 2009. The programme 'Urban Re-structuring in the Old Federal States' (*Stadtumbau West*) was launched in 2004 to create sustainable urban development structures in areas affected by significant functional losses in the old federal states (BMVBW, BBR 2003 and <http://www.stadtumbauwest.info>).

These programmes would have benefited from a better link with other initiatives (e.g. housing

promotion, labour-market programmes, infrastructure programmes), all programmes affecting urban space but obeying different spatial or subject-related criteria.

NATIONAL PROGRAMMES AS MODELS

- > Germany has a number of national programmes that serve as models. ExWoSt (*Experimenteller Wohnungs- und Städtebau*: Experimental Housing and Urban Development), one of the best-known examples, is a national research programme under the Federal Ministry of Regional Planning, Housing and Urban Development. It enables the Federal Republic to support model projects as showcase studies of selected planning and building measures. Grant winning projects were monitored scientifically to draw lessons from their practical experiences. The research programme 'Cities of the Future' (*Städte der Zukunft*) was linking all the experiences gained within the framework of Local Agenda 21 in the ExWoSt areas of Güstrow, Münster, Heidelberg and Dessau, as a contribution to integrated urban regeneration. Güstrow, was also included in the research on 'Urban Regeneration of Towns and Villages' (*Städtebauliche Erneuerung von Städten, Kleinstädten und Dörfern*) to test the use of integrated solutions in subsidising urban regeneration under the special conditions of the new German Länder.

OPERATIONAL ISSUES OF URBAN REGENERATION IN GERMANY

- > All the instruments of urban regeneration are concentrated under a single urban development funding policy (*Städtebauförderung*).

AIMS

- > Under Basic German Law the Federal State can provide financial assistance towards particularly important investments by the Länder and communities (or federations of communities) for the protection against disturbance of overall economic equilibrium; for the balance of different resources in the federal territory; or for the

promotion of economic growth. The Federal State and the Länder attach great economic, social and cultural importance to promoting town planning on this basis. They see it as an important central instrument and local political function in the sustainable development of cities.

Regulations of financing and legal promotion of urban development programmes are laid down in the BauGB (Building Law), as well as financial support for administrative agreements decided between the Federal State and the Länder in accordance with the Federal Budget law. Within these agreements on specific measures and selected criteria, the municipalities are responsible for the preparation and execution of the measures of urban regeneration. The main purpose of this urban development policy is to strengthen cities and communities as effective economic and residential places and to recover from their deficiencies permanently.

FINANCE

Financial support is available for:

- the stabilisation of the urban function of the city and for community centres with special attention to housing and historic preservation;
- measures to promote the Social City;
- measures of urban transformation in the old and new federal states;
- re-use of areas, especially in the inner cities, according to a mixed use model.

The Federal Government, the Federal states and the municipalities are all contributing to financing this urban development policy. The Federal participation is about a third of the total amount with exceptions (40% for the 'Protection of the Urban Architectural Heritage'; 50% for retrofitting). The Länder contribute an equal amount and the remainder comes from the municipalities with the Länder in charge of distribution.

THE SOCIAL CITY PROGRAMME

In the Social City programme aimed to counteract social and spatial polarisation in cities, urban

development assistance is combined with other departmental programmes and resources to enhance the effectiveness of the financial assistance. This integrated programme covers physical and social interventions, ranging from building refurbishment to education and employment promotion. In total 2,2 billion € were made available for the implementation of the programme from 1999 to 2008 to promote more than 520 neighbourhoods in almost 330 cities and local communities.

- > After the initial phase of the programme, an interim evaluation was carried out in 2003/2004 by the independent Institute for Urban Research and Structural Policy (*Institut für Stadtforschung und Strukturpolitik GmbH*). It showed that activation of citizens' participation in deprived neighbourhoods, development of efficient local structures and cooperation between different departments had been achieved. Greater integration with other programmes in the fields of labour market, health care, integration and education policy were sought in a follow up with new funding priorities in 2006. An increased budget permitted to fund pilot projects aimed at enhancing the coordination of interdepartmental measures regarding the local economy, employment, youth, education and social integration policy. By 2008, the Social City programme supported 400 pilot projects and further assistance for pilot projects was provided in 2009-2010.

THE COMPLEMENTARY SOCIAL CITY PROGRAMME ON EDUCATION, ECONOMY AND WORK IN THE NEIGHBOURHOOD

- > This new complementary programme was co-funded by the European Social Fund to create positive economic prospects for people living in deprived neighbourhoods, tailored to long-term unemployed and young people in the fields of education and employment. This programme is the continuation of the 'Employment, Education and Inclusion on the Ground' programme of 2007/2008. Its emphasis lies on local integration in high

immigration areas, in accordance with the National Integration Plan, through the improvement of neighbourhoods with multiple deprivation to prevent a downward spiral and to bring about stabilisation. The 'Social City' programme has managed to engage many cities and municipalities and plays an important role among integration strategies, which attach special importance to social and spatial structures in neighbourhoods.

INTEGRATED APPROACH TO URBAN REGENERATION IN GERMANY

The 'Leipzig Charter on Sustainable European Cities', signed in 2007 by EU Ministers responsible for Urban Development and Territorial Cohesion, focuses on integrated urban development and includes the need for regional interrelationships in pursuing integrated municipal action.

A survey carried out by DIFU (*Deutsches Institut für Urbanistik*) on the understanding of integrated development showed a difference between 'Integrated Urban Development Planning (STEP)' of the 1960s and 1970s and the current one which focuses on projects and implementation, at city-wide as well as district levels, pursuing sectoral goals in integrative surroundings with a variety of approaches to governance. A consensus arose on the meaning of integrated urban development as 'cooperation between various departments/agencies', the 'involvement of different sectoral areas of activity', and to some extent the 'involvement of players outside the spheres of politics and public administration'.

A loose definition prevailed, giving preference to flexible self-management of individual initial conditions and municipal objectives instead of binding parameters. Judging from the various programmes, Integrated Urban Development concepts and models were prevalent at the citywide level, whilst when applied to Social City and the City Renewal West or East programmes Integrated Urban Development concepts were generally used at district and neighbourhood levels.

- > Motivations for formulating integrated concepts and planning can be divided into two types: endogenous motivations derived from pending local issues and tackled with the help of an integrated operational approach, and exogenous motivations driven by funding programmes and directives. The DIFU study shows that funding programmes play a crucial role in inciting integrated action and incorporating aspects, such as interdepartmental cooperation and the involvement of players from outside the spheres of politics and public administration (urban governance).

> When integrating different spheres of activity from urban planning, economic, social, cultural and environmental areas, structural and urban planning topics act as a cohesive force, although beyond this, different priorities are set according to (funding programme-dependent) thematic orientations. A closer look shows that intensive consideration of the social, work and employment areas only occurs within the Social City programmes. The question remains whether these aspects should also be given increased significance in other municipal action programmes.

> At district- and neighbourhood level, the involvement of players from outside the spheres of politics and public administration is more intensive than in the case of integrated action at citywide level, and a usually broad spectrum of mobilisation and participation methods is employed. For example, at the citywide level advocacy groups and/or organisations and initiatives are more likely to be involved, while at the neighbourhood level, 'normal' citizens and other local players such as business people have a more prominent presence. The possibilities of influencing planning and concepts also seem to be much more clearly established at the actual implementation level than for citywide interests. The question of whether these level-specific degrees of participation are due to the population's interest in participating or due to the participation tools used by the municipalities can give rise to controversial discussions.

As regards the management of integrated urban development, interdepartmental collaboration is not always institutionalised. Particularly in smaller municipalities, this appears to be less necessary, due to the low number of administrative areas and to the 'shorter administrative routes' common in such communities. Generally, a higher degree of institutionalisation can be observed, especially in the case of strongly implementation-oriented approaches to integrated urban development that encompasses several goals simultaneously. The question remains whether an (even) more forceful institutionalisation of interdepartmental committees for integrated municipal action would be helpful, both for procedural matters (controlled information flows, secured exchanges with other departments, acquiring knowledge of different viewpoints, more binding cooperative structures) and in terms of stronger orientation towards departmental interdependences to mirror the complex interrelationships that exist in reality.

While integration occurs both at district and citywide levels, consideration of aspects at the regional level only occurs in very few cases. To explain the discrepancy between an idealised vision and actual municipal practice, practitioners point to the great complexity of integrating different spatial levels. In the interplay between politics and public administration, for them it is at best possible to link either the region and the city as a whole or the city as a whole and neighbourhood(s), with preference for the latter. The reasons why intraregional cooperation causes problems include political 'parochial thinking' and intermunicipal competition, need of greater expenditure within the administrations, as well as lack of experience with these types of co-operations. As an alternative to a systematic or institutionalised integration of regional aspects in municipal action, informal cooperation between neighbouring municipalities focusing on thematic interfaces might be preferable. Such

concentration could also serve as a 'gateway' to further collaboration, if a corresponding climate of trust could be created. Stakeholders tend to begin their work with 'soft' issues, such as tourism, and then to proceed to 'hard' spheres of activity, such as the development of communal housing or commercial premises.

- > Despite these complexities and difficulties, a large number of aims proposed in the Leipzig Charter for integrated action in cities and municipalities have been implemented in Germany, save for resource pooling and regional harmonisation.
- > A wide range of recommendations for the federal, regional (Land) and municipal levels have been formulated to consolidate and expand municipal integrated action and to promote greater involvement of regional interrelationships. Although they go beyond the scope of this paper some examples are mentioned.
- > At the municipal level, the elite needs convincing of the merits of integrated municipal action and its multiplier effects, whilst a more networked administrative structure involving more diverse players, including from the regional level would broaden financial opportunities.
- > At the Land level, cross land harmonisation and closer embeddedness of municipal action, resource pooling, together with better qualified players would lead to more balanced spatial development.

LINKS BETWEEN URBAN REGENERATION AND URBAN PLANNING IN GERMANY URBAN DEVELOPMENT AND URBAN POLICY AS A MUNICIPAL TASK

- > In Germany spatial development of the respective municipal area is a special task at communal level. The municipality takes on this task for its respective municipal area under its own responsibility and assumes responsibility for the use of space in its communal area. In fulfilling this task the most varied fields of action – natural necessities of life, economic activities, housing or transport – affect the arrangement of land use. Each municipality

is coordinating the different interests of these fields of action and integrating them into an interdisciplinary, cross-sectional comprehensive plan of its communal area. In contrast to the planning of private companies, which aims to maximise profit, this comprehensive planning pursues objectives aimed at the common good of the community.

COMPREHENSIVE SPATIAL PLANNING OF MUNICIPALITIES

The task of urban development is coordinating the comprehensive development in a municipal area. This brings in the basic principle of planning municipal development which deals with all aspects of development comprehensively. In an ideal case it manages to coordinate spatial comprehensive planning with requirements of the whole city and individual districts of the city. In contrast to such comprehensive spatial planning, spatial sectoral planning deals with sectoral problems and areas of duties. This includes, for instance, communal transport planning, or various types of planning in the sphere of environmental protection. Sector plans deal more specifically with individual sectoral interests.

INCREASING IMPORTANCE OF THE SUBREGIONAL LEVEL

Urban development does not stop at urban boundaries. Despite the municipal area reorganisation in the 1960s and 1970s, cities and municipalities have grown beyond their administrative boundaries. Urban development is increasingly taking place in regional contexts. Within the urban regions new divisions of labour have emerged. In recent years the city centres have lost their previous pre-eminence as economic and cultural strongholds. Individual urban districts or municipalities in the hinterlands of large cities have taken over important functions. They compete with originally clearly dominant city centres. New divisions of labour between core city and hinterlands, as well as between individual urban districts have developed in the urban region.

Polycentric urban structures with new divisions of labour have also emerged within urban regions.

- > However, these urban regions have only developed to a limited degree as political powers and creative levels of action up to now. Since subregional planning has only exercised inter-communal coordination incompletely, the creation of urban regions as a new political and administrative level of action is being debated. Communal associations could be new forms of cooperation between municipalities for tasks which go beyond the municipal area, and these are increasingly becoming questions of urban development.

‘RULES OF THE GAME’ LAID DOWN IN THE BUILDING LAW AND THE LAND LAW

- > Urban development is hence the task of organising and controlling the spatial development and construction of a city, an urban district or also individual areas of the city. In concrete terms this means:
 - stipulating uses in the urban region and hence creating supplies,
 - authorising curtailments of uses or ruling them out,
 - developing new locations or reactivating old locations, and
 - ensuring infrastructural links to plots of land (roads/paths, water, sewage), in particular guaranteeing utility supplies and waste and sewage disposal.
- > The communal organisation of urban development follows the ‘rules of the game’, which are set down in the Building Law and the Land Use Law. In Germany building law and land law are not regulated in a single law. Aspects of building, planning and the reallocation of land are nationally regulated in the Federal Building Code for the municipalities, while aspects regarding prevention of danger are regulated at the ‘Länder’ level in the building regulations of the respective Land. The reason for this separation is the legislative competence, which is regulated in the German Basic Law. This stipulates that the Federal Government does not

have legislative competence for the entire building law. For policy on land it has the competence within the framework of the ‘competing legislation’ between the Federal Government and the ‘Länder’ (according to Section 74, No. 18 of the German Basic Law) and the ‘Länder’ have the legislative competence for building regulations in accordance with Section 70 of the German Basic Law.

The central tool for the communal level is urban land-use planning. It aims to serve the common good, and is intended to create a balance between the different interests in the use of land. The common good is formulated in Section 1, Subsection 5, Clause 1 of the Federal Building Code. This stipulates that urban land-use plans must guarantee sustainable urban development and a socially-correct land use which serves the good of the general public, and should contribute towards ensuring a humane environment and protecting and developing the natural necessities of life.

The concrete content of urban development for the municipal area depends mainly on the political decision of the municipality. Here public and private matters have to be weighed up against each other and amongst each other. This principle of weighing up matters runs throughout the entire spatial planning system.

When making decisions, the cities and municipalities are generally subject to state supervision. However, since the municipalities – guaranteed through Section 28, Subsection 2 of the German Basic Law – exercise planning sovereignty for their municipality area, the communal supervision is limited to the legal examination of land-use plans. The usefulness of respective planning is up to the discretion of the cities and municipalities, which have to weigh up public and private considerations against each other.

The communal activities of urban development have different impacts. Defining the possibilities for land use has a considerable influence on the property market. Land prices are not only influenced by the location in the respective urban district but also by the definition of the

type and intensity of their utilisation. However, the allocation of building land also influences the development opportunities of other urban districts in the municipal area and neighbouring municipalities.

- > The building and planning law becomes effective for citizens by means of building permits. For most building projects citizens require a building permit. For this a building application must be submitted to the responsible local building supervisory authority. The building supervisory authority examines the plan to see if it is authorised under the building and planning law – for instance, to what extent the intended building project conforms with a legally binding municipal land-use plan. Furthermore, the building project is tested for its authorisation under administrative law. Hence the building authorisation for the citizen links the Federal building and planning law with the administrative laws of the 'Länder'. Building can only begin when building permission is given in the form of the building authorisation.

MONITORING OF URBAN REGENERATION POLICY IN GERMANY

- > Urban regeneration programmes have been regularly evaluated in the past, as has been discussed above. Example of Urban Renewal in the New Federal States Programme Evaluation is given below.
- > Two years after the Eastern Urban Renewal Programme came into force, the task was to study scientifically what progress has been made in its implementation into practice and what the objective and subjective factors are that stand in the way of speedier implementation. Oral interviews of 61 selected housing corporations and 25 municipal administrations in Eastern Germany make up the core of the study.

NATURE OF COOPERATION

- > Usually, the municipal corporation and all relevant cooperatives are involved in negotiations on a town's renewal. The interim purchasers were

not, and still are not prepared to cooperate, be it private companies or newly founded cooperatives. However, the fact that they do not get involved in the demolition, due to their restricted scope of action is accepted by the other players. The private individual owners were not included at all. Formalised rounds of negotiations between the town and the housing corporations continued, also after the concept was drawn up. In some cases the utilities were involved as well. Frequently, the regular working bodies were replaced by operative, mostly informal coordination. Where there was no dialogue at all, the renewal of the town was blocked. This only applies to a few cases, though. So far, it has been mainly the housing parts of the urban renewal concepts that have been implemented. As regards more town planning oriented measures, there is often no consensus. Support for demolition has the effect that the concepts and the main focus of demolition are not called into question by the companies. However, the concepts still require considerable coordination, especially with regard to their volume, scale and time frame. As disputed buildings have been delayed so far, obstacles are yet to be expected in this area. In some 80% of cases, the companies interviewed are not affected in the same way. However, there are no concepts of equalising the burden or sharing the consequences, except for a few cases of minor compensation payments when a tenant had switched between housing corporations. There have not yet been any planned mergers in order to ward off the bankruptcy of any one company. A joint, institutionalised renewal management was found only in one case, and even there, it is not supported by all the housing corporations.

PROMOTING DEMOLITION

The attitude observed among the housing companies at the beginning of support for the Eastern Urban Renewal Programme has only survived in a few exceptions. The alleviation of demolition finance and the financial relief of the

companies represent a great incentive for them to accept the subsidies. In reality, the average demolition cost has dropped close to the level of the lump sum subsidies. However, the housing corporations are meeting considerable problems in availing the subsidies. Up to autumn 2003, the demolitions were implemented to a large extent only with the help of federal state money or by means of interim finance through the housing corporations, which had to mobilise their own cash for this purpose. Furthermore, the approval procedure underwent massive teething problems and displayed a certain degree of vagueness during the first two years of the Programme, which increased the sense of insecurity considerably. The time between the application of the entire measure by the municipality and the approval of individual projects was usually over a year. Meanwhile the parties involved did not call into question the subsidising procedure any longer in principle. The suggestions for improvement refer mainly to organisational streamlining and its speedy implementation. Further suggestions for improvement relate to a more flexible use of the subsidies and the streamlining of the approval procedure itself.

HELP WITH OLD DEBTS

- > There is more or less no demolition without a parallel or at least promised partial relief from the old debts. The subsidies for demolition only work in connection with a partial relief from the old debts pursuant to § 6a, which, in turn, creates considerable obstacles for the implementation of the urban renewal concepts. Companies without the prospect of relief from the old debts are usually not prepared to demolish buildings just with the subsidies for the demolition work, even if they have committed themselves to the demolition within the framework of the concepts of action. They restrict themselves to promises with a time schedule comprising several years.
- > The companies quote mainly business management considerations for this attitude. Their

resolve not to participate also hails from a ‘gap in justice’ that is generally perceived. The quantitative contribution to urban renewal of the companies not eligible to benefit from the § 6a ruling is usually limited, but lacking ability of demolition for such companies may thwart demolition that may be desirable from a town planning point of view. Applications for partial relief that have not yet been approved represent a considerable factor of insecurity for the companies affected. Companies with applications that have not been decided so far, act hesitantly, as the demolition represents a considerable business risk in the case that approval is not being issued at all, which the boards of these companies would have to defend against the supervisory bodies. There is also a great sense of insecurity in case of belated applications or additional applications, which become necessary regularly when a greater amount of demolition is agreed with the companies in accordance with the urban renewal concepts.

BUSINESS RELATIONS WITH BANKS

The scope of action among the companies interviewed is limited mainly by a lack of cash and debt servicing. The banks are hesitant when asked to extend loans. However, they are ready to cooperate with the exception of a few mortgage banks who are striving to terminate most of the loan agreements. Generally, the banks have agreed to the previous demolition measures as part of the corporate concepts pursuant to § 6a AHG. A problem with the role of the banks arises when there are new debts connected with the demolition objects, due to purchase or modernisation or there are old debts that develop in connection with the sites without a secured § 6a relief. When an increasing number of burdened buildings are involved in the renewal progresses, the companies expect considerable resistance by the banks.

IMPLEMENTING DEMOLITION

Meanwhile, demolition has led to a far lower increase in vacant housing among the companies studied.

However, there are only a few examples to date in which this has sufficed to turn the tide. Up to the year 2001, the share of vacant housing made up only 2% of the demolition volume among the companies interviewed. Meanwhile, some 10% were planned between the years of 2003 to 2006. This could cope with a quarter of the entire vacant municipal housing stock by the year 2006. The duration for moving all tenants out of buildings to be demolished has been quite short to date, amounting only to three quarters of a year. The companies usually achieve quite high re-housing rates of the tenants within their own housing stock (70-80%). However, replacement housing is becoming scarcer, especially as the tenants to be moved are very closely linked to their familiar neighbourhood.

- > Large-scale demolitions are aspired to as a rule, but are only implemented in exceptional cases. Sometimes, partial demolition schemes are preferred because the possibility of renting out the 5th and 6th floor is called into question permanently. However, the means available for demolition are not regarded as sufficient for this purpose. Other companies are planning to put out of service the upper floors permanently instead of a total demolition, but there is insecurity regarding the issue of whether this is sufficient for partial financial relief. The adjustment of the technical infrastructure does not yet pose serious problems. Up to now, the financing of the necessary measures was secured through the companies funding the utilities or by the municipalities themselves. However, this practice is to be replaced by permanent contractual solutions over the years to come. In some towns, the utilities have meanwhile 'woken up' and are playing poker for subsidies. This is where obstacles are on the horizon for several towns.

THE PROGRAMME'S MODE OF ACTION

- > To date, the Eastern Urban Renewal Programme has been mainly a programme for large housing estates and the major housing corporations. The municipal housing corporations are those most involved. The cooperatives are affected and are

participating to a varying degree. The private housing corporations and the interim purchasers are the fewest on board. The Eastern Urban Renewal Programme does not really represent an incentive for individual owners of real estate. The Eastern Urban Renewal Programme has been mainly regarded as a demolition programme so far – refurbishment measures only played a minor role at the moment. One of the inhibiting factors is the necessary municipal financial contribution. Furthermore, the refurbishment focus is disputed and the efforts in the inner-city areas are meeting with additional problems of implementation. In most cities, the necessity is stressed to interpret the urban renewal concepts in a flexible manner. In some cases, the population development forecasts had to be adjusted downwards and the demolition volumes had to be increased. There will be a need of considerable additional coordination while a number of currently settled issues are going to be reopened once more.

TOWARDS A NEW URBAN DEVELOPMENT POLICY IN GERMANY

In 2009, the Federal Ministry of Urban Development and Housing (BMVBS) started a moderation process with the aim to develop a new urban development strategy for Germany. One of the results of this process was a Memorandum, proposing a national approach for urban development.

The following aspects have been approved:

Making cities a public issue: the political position of the Federal Government has shifted as a result of the federalism debate. Issues concerning urban problems at national level will correspondingly strengthen policies at federal state and municipal levels.

Securing investment funds: public discussion and raised awareness of urban policies at national level will strengthen the opportunities of securing investment funds in the long-term.

Coordinated support programmes: contents, timing and location of the different public programmes need to be better coordinated, and

carried out at a national level. However, there must be a prerequisite agreement on accepted objectives and priorities for action.

- > **Problem-related and flexible support:** this requirement can only be met with a contents profile, easy access to scientific infrastructure and close dialogue between various planning levels.
- > **Overcoming obsolete task distribution:** regional planning is getting more detailed while town planning is becoming more European. The segregation into different levels of spatial concepts and operations (national spatial planning – federal state planning – town planning) is losing plausibility. The Federal Government must define its position in relation to these processes, also with a view to exporting German urban planning expertise.
- > **Becoming European:** with an increasing number of societal and economic issues being decided at European level, the Federal Government must pool and represent German interests related to spatial planning. Germany's position on departmental policy needs to have more weight in the European integration process. This requires a clearly defined policy, which is also needed for the acquisition of European support funds and the definition of European financial instruments.
- > **Assessing the consequences:** national urban development policy must examine the contributions of cities and city networks (metropolitan regions) which are indispensable in the sustainable national and European growth policy (Lisbon Strategy). This presupposes that legislation and support programmes will take more notice of space-related effects of economic and societal conditions in the future.
- > In Article 104b, introduced with the reform of the Basic Constitutional Law, the German authorities stipulate a vibrant and dynamic support policy which, in turn, is based on active and dynamic urban policies. As a result, the Basic Constitutional Law formulates new responsibilities for a political process related to activities, priorities and consequences of urban development in Germany.

Urban development policy at national level is much more than urban planning policy. It operates in a complex field of diverse interests and reaches across the boundaries of numerous professions and competences. Urban policy can only be effective and convincing if it adopts open, integrated and integrating strategies.

ACTORS AND PARTNERS

The Federal Government must be the instigator of a German urban development policy as the responsible body for unified spatial planning, infrastructure and urban development policies in the Federal Republic. The growing integration of European policies requires the Federal Government to work in close association with European Member States and the EU Commission.

The impetus for the new National Urban Development Policy and its coordination comes from the Federal Ministry of Transport, Building and Urban Development. In addition, the open and integrating direction of this policy approach provides opportunities to set up strategic and project-oriented partnerships for numerous departments within the Federal Government. This provides a chance to overcome the traditional 'spatial blindness' of sectoral concepts.

In the federal structure of Germany, with its diverse urban landscapes, close co-operation of the federal states is essential for the success of this initiative. The federal states combine a high level of expertise on spatial problems with active control instruments.

The cities and urban regions that provide economic, social and cultural impulses are essential partners of a national urban development policy. Cities are magnets for investors, scientists and the professional workforce. Strong cities and urban regions, together with great flexibility at local level are the preconditions of an efficient urban development policy. A new culture of responsibility is required which is administered by cities together with the citizens, the local economy, educational facilities, cultural institutions and other stakeholders. This will allow locally organised 'alliances of urbanity' to make a significant contribution towards strong urban development policies. When linked, these alliances can have a widespread effect and contribute to a citizen-centric urban development policy. Such co-operation is successful if it focuses on actual problems by prompting clearly defined actions (such as 'economy takes responsibility', 'better schools for the neighbourhoods').

Urban development policy can only be successful if it reaches citizens through activities, events and information, and if it stimulates participation. Sustainable urban development can only take place with the cooperation of all stakeholders connected to a problem or place. Hence, the initiative for a national urban development policy must involve chambers, associations, academies and the scientific community. Urban development policy, in the context of active economic and social politics, must reach a new standard of collaboration between the public sector and the economy. Urban development is not a task for the Federal Government, the federal states or municipalities alone – it concerns them all. To make it effective, it requires political organisation and coordination.



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ECONOMIC ASPECTS

The city economy is based on heritage and culture tourism in the city core. The large amount of newly built shopping malls and hypermarkets at the city borders signals internationalisation. The city contains great green- and brown field development opportunities but the economic crisis has slowed down or stopped development which gives the city time to clarify its vision and development control strategy. Industrial activities with skilled workers continue to form part of Wrocław's economy (e.g. bus and railway carriage production, chemical materials and electronic instruments) which provide a good basis for modernisation, diversification and retraining, based on existing clustering and spatial distribution. Overprovision of shopping malls is apparent in the study of accessibility overlaps (1410 ha, a quarter of overall coverage) and their number could be reduced without diminishing service levels.

ENVIRONMENTAL ISSUES

The high amount of green and brown field sites provide a choice between developing them or preserving them as 'breathing spaces'. In most European middle sized cities the amount of agricultural land within city boundaries is much lower. The five rivers carry flood risks which affect the use of river banks for recreation and require skilled water management which includes curbing development.

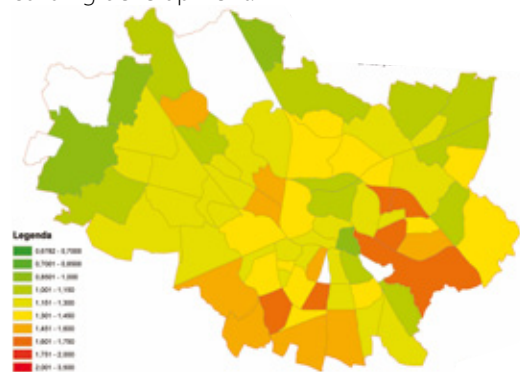
- > This presentation deals with building local capacity along social, economic, environmental and cultural layers. It focuses on metropolitan governance to show how boundaries can be overcome through cooperation. It promotes environmental awareness, attention to heritage and importance for Wrocław to become a compact city as part of the 'new Wrocław city culture'. It discusses strategic development opportunities which could contribute to Wrocław's new image.

PRESENT SPATIAL GOVERNANCE, CAPACITY, CONSTRAINTS AND OPPORTUNITIES

- > Wrocław is sprawling, in part due to strong urban-rural migration. However the city has a low density on average compared with other European cities with the same population. The high number of universities is a very big opportunity for the city, and its knowledge base could serve as platform for city development.

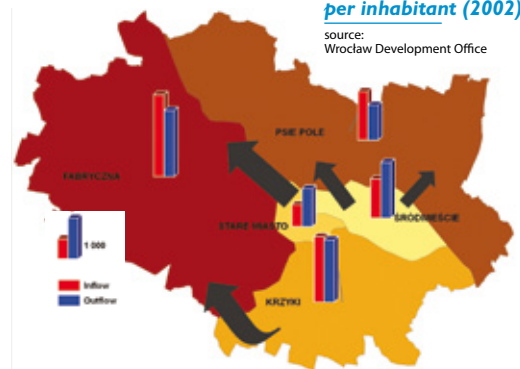
DEMOGRAPHIC ASPECTS

- > There is high emigration from the two central districts, Stare Miasto and Śródmieście, to the north-western districts (Fabryczna) of the city, and to the eastern areas. The highest migration ratio is in the Fabryczna district, the second highest in Psie Pole. These figures confirm a suburbanisation processes with people leaving central districts to move to greener more quiet areas with lower property prices.
- > There is a correlation between available number of rooms per inhabitant (data of 2002) and the migration process. The lowest ratio is on the east-western border area (around 0,7), the highest ratio is in the south-eastern part (with a ratio of 2 inhabitant/rooms) whilst the city centre ratio lies in between.



Available number of rooms per inhabitant (2002)

source: Wrocław Development Office



Migration of population for permanent residence within Wrocław

Increasing air pollution caused by growing motorised transportation is affecting especially densely used areas. A properly designed road network can positively influence a better circulation, reduce traffic jams and deviate the car circulation from the city centre. Managing car traffic is important as Wrocław is growing in size and population and air pollution will affect a growing number of areas, services and people.

VISION OF A NEW URBAN CULTURE

➤ Wrocław has a long and varied history since 990. Its regenerated medieval core and its 19th century extension provide a rich heritage and unique urban atmosphere for cultural activities. Thus Wrocław could aspire to become the cultural focus of central Europe. Its rich architecture, peculiar urban structure, high quality infrastructure and services, together with its natural environment constitute unique assets which would require a forceful metropolitan regional governance their to harness them to their fullest potential, while protecting the city from climate change threats. Comprehensive spatial planning would be needed to maintain the distinctiveness of Wrocław's urban structure,

including its villages and to protect the city from further invasive speculative development and to curb urban sprawl.

A joint action and cooperation approach is proposed to keep economic development inside city boundaries and to guide development along existing social and physical infrastructure throughout the metropolitan region. A redistributive financial system will have to be implemented to deal equitably with restrictions on development due to environmental constraints and city policy. For the city to become compact and environmentally sustainable all these aspects would have to be built into a new vision of the city's future: a **'new urban culture = heritage + environment'**.

GROUP
5

SMALL VILLAGES WITHIN THE CITY ARE EXPRESSING THEIR OWN CHARACTERISTICS IN TERMS OF CONTEXT, TEXTURE AND WOULD SURVIVE IN COEXISTENCE WITH THE ENTIRE CITY. THEY ARE NOT GOING TO BE CALLED 'VILLAGE' ANY MORE. THE PROCESS OF ENTERING THE CITY STRUCTURE, IN THESE FRIENDLY-LOOKING VILLAGES, SHOULD BE DONE THROUGH CONSIDERING THEIR IDENTITY, THEIR UNIQUE CHARACTERISTIC AND TEXTURE.



HERITAGE + ENVIRONMENT => A NEW URBAN CULTURE => PLAYING A LEADING ROLE IN THE NEAR FUTURE OF THE CITY OF WROCLAW

**New urban culture =
heritage + environment**



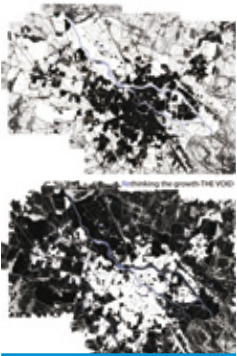
KLAAS JAN BOLHUIS, TAMARA BRAJOVIC, IZABELA GENDEK
VOLHA MAKHATAY, BARBARA MARCHWICKA, KATALIN MOHACSI

INTRODUCTION: WHAT DEFINES WROCLAW?

- > We decided to look at similar middle sized expanding European towns to assist us in defining a future image of the city Wrocław, although Poland is different with still a quarter population living in rural areas, and an economy growing (by 1,7% in 2009, increasing to 3,4%-3,8% in 2010).
- > Wrocław, like the other regional capitals of Poland, is expanding outwards onto green fields even beyond its boundaries, despite its aspiration to harness its physical, economic and human resources fully and efficiently. However, we noticed that expanding the physical fabric without constraints may lead to cracks within the urban fabric. Without a coherent citywide development strategy many areas may not realise their potential. Therefore, we decided not to study the existing city fabric but to focus on what it lacks. We made emptiness the subject of our study.

VOIDS IN THE CITY

- > Voids manifest themselves in many different forms in a city. Instead of establishing an exhaustive typology of urban voids, we analysed the voids we had observed. They encompass voids at several layers of abstraction, ranging from physical voids at different scales to social and governance voids. How these voids should be filled in should be subject of public debate.
- > The physical level of voids encompasses material, functional and symbolic aspects of the city, at different local, city and even regional levels. At the smallest scale voids include cracks in pavements which may be filled with different materials. At the local scale they include end walls of buildings left bare by the demolition of adjacent structures. They symbolise 'void' and invite to be filled. Some have been covered with graffiti, some with public art, some with bill boards. Boarded up shops or small spaces to rent are also physical voids which



Rethinking the growth
THE VOID

result from functional discontinuity. At the scale of the street, missing buildings constitute symbolic meaning and contribute to the physical level of emptiness. These gaps may be highlighted as symbols of the past.

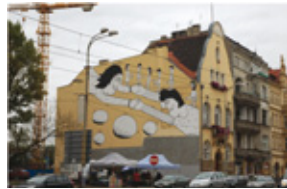
At a larger scale whole blocks may form voids (physical, social aspect). In Wrocław this can be a block destroyed during World War II or a former industrial site no longer in use. Although the latter have physical existence, they constitute barriers in the urban tissue. This scale can have a symbolic meaning which may invite action or rejection. Examples are super-block from socialistic times which symbolise urban planning and architecture reminding socialist realism ideology.

Voids also appear at city structure level. They include abandoned zones, such as post-industrial areas, or voids that cut up the city (e.g. linear barriers created by flooding areas along the river). Social voids are more difficult to distinguish in the urban tissue, than purely physical voids. In Wrocław we noticed two main social voids. 'Things we don't talk about' voids include social dichotomies, differences and problems not being mentioned in public space. Other voids were created through an ongoing process of (involuntary) migration. Places that once belonged to groups or individuals (like Germans, Jews, etc.) are taken over by newcomers like Roma, students etc. These voids are in constant multicultural flux, still not belonging to anybody. Other voids are taken over randomly by newcomers for their convenience. Social voids in the economy create an informal economy attracting illegal immigrants, a process which has also a physical expression.

City management or governance voids result from city council policies of dealing with voids. Wrocław has chosen the easiest way to cope with its voids (mainly public property) by putting them on the free market.



City management
and governance voids



Small scale



Street level

Block level



A void we don't talk about



City level - industrial voids



City scale - blue voids

DEALING POSITIVELY WITH VOIDS

We consider that voids can be dealt with in various ways by rethinking their existence in the city, reusing them, recycling them, leaving them as they are as symbols, highlighting their existence, or promoting a temporal use of them. We consider that a proper system is necessary to elaborate on these voids, rethinking them and shaping them up. This system could be a coherent tool for the future development of the city, seeing the whole city as an organism and using the potential of the existing city structure.

We focused on two examples. Industry related voids are often close to the city centre and well connected. These sites have often a sense of place. Regenerating these voids can take many forms, ranging from lighting to introducing new uses to the sites and refurbished buildings. Blue voids can be reused despite seasonal change of water levels by means of floating decks, temporary structures on the river banks, open air festivals and foot and bicycle paths on dikes.

GOVERNANCE AND CAPACITY BUILDING

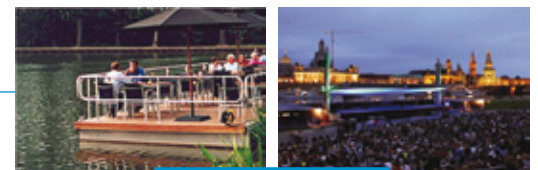
Proactive and open governance welcoming bottom up ideas from the public which would mobilise its cooperation is needed to implement proposals to put voids back into use. Events like Euro 2012 and Wrocław's application to become European cultural capital in 2016 can be harnessed as catalysts to recover many voids which would be earmarked in a spatial policy.

FINAL CONCLUSION

We introduced the theme of urban voids and gave examples on how to shape them. We see an opportunity for a system that will elaborate these voids, rethink them and reshape them. This system will be a coherent tool for the future development of the city, relying on Wrocław as an organism capable of using the potential of its existing city structure. It is time to shape up the void.



REUSE - industrial voids



RETHINK - blue voids

CONDITIONS OF SELF-REGULATED URBANITY

IVAN KUCINA SERBIA

Urban structures are material artefacts reflecting the history of the societies that had been creating them, as well as today's social relations. Post socialist cities are the physical witnesses of the communist ideologies that have gone and the capitalist ambitions that have loudly taken their place. Socialist society projected the high ideals of universal humanity, such as equality, solidarity and unity onto urban development by adopting modernism and following the most progressive concepts of modern architecture and urban planning. Collective values were represented by hierarchical urban structures composed of functionally organised parts which were celebrating social order and a healthy environment.

THE SHIFT FROM SOCIALIST TO NEO-LIBERAL URBANISM

- > New settlements appeared on open fields on the peripheries of the old cities. They constituted monolithic groups of buildings surrounded by green spaces and parking lots, connected to the city centres by wide motorways and public transport systems. Unfortunately, the high ideals of universal humanity had to be realised with limited budgets, undeveloped construction technology and under rigid administrative control. This reduced utopian horizons to a series of repetitive standardised units that were considered inhuman, alienating and dangerous. The dreams of urban planners were turned into people's nightmares.
- > The transition from socialism to capitalism, defined by neo-liberal trends toward privatisation, market led growth and high profits had provoked massive changes in social values. A new standard of neo-liberal specificity has taken the place of collectivism, thereby reducing the complexity of social relations to continuous competition. Pursuit of ultimate personal success was a sufficient reason for the abandonment of social and environmental issues. Contemporary urban planning in post-communist

Serbia is determined by the domination of individual initiatives and institutional retreat within a framework of market competition. The result of such a process is a disintegrated urban structure and an assemblage of glossy buildings which are exploiting the local environment in order to radiate a globalised image of luxury. Their architecture has been reduced to standardised technological designs and façade renderings which give these buildings the most attractive appearance for their self promotion. Potential variety of building types has been confined to the most profitable ones, creating a large amount of similar units that have occupied all the best locations in the cities and are also dominating their surroundings. Once again – this time under neo-liberal guidance – urban development did not fulfil human needs and expectations.

TRANSFORMATIONS OF NEW BELGRADE

Both socialist and capitalist tendencies of urban development have guided the transformation of New Belgrade, a new town that was imagined as the modern capital of socialist Yugoslavia. What is particular of New Belgrade is that neither a socialist nor a capitalist agenda have been fulfilled rigorously, enabling this new town to grow spontaneously, albeit under top down governance and built with the full engagement of the state. New Belgrade started out as a utopian modernist city, the hometown of a new society with a bright future. Instead it has reached unplanned multiplicity through a series of politically driven opportunistic changes (Fig. 1).

The dominating urban presence of New Belgrade was created during the longest and most intensive period of socialist urban modernisation after World War II. It was developed from scratch on no-man's land, located in between two big rivers in a context of continuous social reforms. It was the outcome of a progression of political experimentation in socialist Yugoslavia. The pace of continuous political and economic change determined the continually changing urban discourses and created the



New Belgrade contra-versions

photo:
Dubravka Sekulic

unfinished and intermingled layers of the new city and its unexpected expandability. New Belgrade signifies a centralised concept of a functionalist city which never managed to constitute a city centre; self-managed spatial arrangements which led to insufficient amounts of residential mega blocks; hurriedly planned headquarters of socialist corporations which used their political power to appropriate urban land; a formal urban layout of a XIX century industrial city promoted by post-modern urban critics; deregulated downscaled individual building interventions; individual profit orientated initiatives during the period of transition to a free market economy. A series of detached, derogated, deviated and abandoned planning discourses have been characterised by both socialist utopian ambition and post-socialist profit motives have created unplanned discontinuity of urban development, resulting in a heterogeneous and disordered structure. However, unlike other modernist settlements, New Belgrade has become a city loved by its residents, wanted by developers and glorified by politicians. Only some architects and urban planners have problems in accepting its unfinished disharmony.

- > Like any contemporary city, New Belgrade has been growing through disintegration and fragmented development rather than in its totality, in spite of planning efforts. Large cities worldwide have become uncontrolled spaces, immeasurable dynamics of people, traffic, communication, infrastructures, policies, buildings, services, events, memories, changes, waste, etc. More than half of the world's population is living in such urban conglomerations and more than half of their citizens inhabit unplanned and self-regulated urban settlements that have become integral parts of large cities. In the next twenty years these numbers will double, turning self-regulated urbanity into the dominating type of human habitation with uncontrolled urban transformation as a major trend of development.
- > The trigger of emerging self-regulated urbanity worldwide is the growth of the grey economy

as compensation for non efficient distribution of wealth. Large cities that attracted immigrants from underdeveloped regions due to their dynamic infrastructure and production capacity experienced abrupt change. They became a complex and unstable ground on which the rules of building production could be constantly reinvented. Unleashed individual action started to produce innovation in literally every urban domain – ranging from commerce, to housing production and public services. A new, self-regulated urban layer appeared, flooding the public spaces and existing buildings, disintegrating the urban logic by upgrading it with a series of mutants which became parasites of the inherited infrastructure. A range of unexpected inventions defined new territories which were transforming the urban body. They achieved new conditions for the contemporary city which, in spatial and temporal terms, challenged the finiteness and the absoluteness of the existing fabric.

In the decades of political crises and transitional processes in ex-Yugoslavia, following the collapse of the socialist system of planning and with the rise of arrogant neo-liberal development, millions of individual uncontrolled building activities took place, exploiting the opportunity given by the weak and corrupted institutions that were unwilling to go through a process of administrative reforms. The wild, volatile spread of unplanned building structures transformed the urban environment in all newly formed states in ex-Yugoslavia, representing a particular form of self regulated urbanisation. Belgrade lived through a change from a centrally planned development to uncoordinated atomised building practice.

The transformation of the city started under the United Nations embargo in 1992, amidst an atmosphere of war traumas, media obsession and politicisation. In this context, as compensation for the disintegrating state and the collapsing institutions, the grey economy evolved from a strategy of survival to the main means of production. As any other means of production, the

¹ The Genetics of the Wild City is a research project by Stealth Group: A. Dzokic, M. Topalovic, M. Neelen and I. Kucina. It has been developed through research at the Berlage Institute, Postgraduate Laboratory of Architecture, Faculty of Architecture in Belgrade and by the Stealth Group from Rotterdam. The research formed part of the Mutation Exhibition in Bordeaux 2000, Berlin Beta 2001 Conference, V2_Wire Tap in Rotterdam 2002 and Archilab Naked City Exhibition in Orleans 2002. See also: www.stealth.ultd.net.

grey economy had a capacity to create new urban structures, dispersed and plugged into the existing environment. Their dynamics occurred between a distributed and a hierarchical system. Newness was created through conflict and negotiation between individuals and institutions. Different degrees of control of urban development, degrees of heterogeneity and hierarchy in urban relations, and the effect of certain blends of non-regulated and regulated urban activities uncovered the inherent logic of emergent processes¹. While their patterns were fairly simple, the complexity that was arising from them maintained the time-based character of a self regulated system and its heterogeneous and vivid structure. In nearly all urban processes, pulsating and flexible structures were achieved, resembling profound symbiotic forms that were often more sophisticated than conventionally made ones. Their autonomous potential provided a fruitful ground to establish alternative urban visions which are confronting both utopian modernisation and progressive globalisation.

THE ROLE OF ARCHITECTS AND PLANNERS IN URBAN TRANSFORMATIONS

- Emergent processes feature a remarkable degree of building energy and innovation and therefore open possibilities for redefining institutional and professional participation in the creation of urban space. Understanding the city as a complex self regulated system puts into question whether architecture and urban planning can be flexible enough to interact with a changeable urban environment, and whether they are capable of shifting from their top-down, unilateral and project-based responses towards an open-ended approach. An apparent direction for architects and urban planners lies in influencing, steering and shifting the processes themselves – which means a change of focus from designing objects to designing processes. For that reason a new methodology and a specific practice to monitor, visualise and, to a certain extent, predict spatial and organisational changes have to be developed.

¹ The Lost Highway Expedition is an interdisciplinary and cross-national research project tried to imagine economic, political, and cultural geographies for the unknown future of the Balkans. It was set up as a massive movement of individuals plotting a route from Ljubljana to Zagreb, Novi Sad, Belgrade, Skopje, Prishtina, Tirana, Podgorica, and Sarajevo from July 30

The search for indications of an alternative urban future, new methodologies and practices related to these transformations starts with the cultural and urban landscapes of the Western Balkans and the recent EU political intervention, given the fact that the collapse of the institutional framework gave rise to numerous innovative cultural, spatial and economic practices². Evolving in difficult geopolitical contexts, these networked, temporary or self regulated practices have been urged to redirect the prospect of their activities in response to unstable conditions. For that reason they are considered as a vital and important trigger for empowering discussions on programmes envisaging an alternative future for European cities, which are undergoing severe economic crises and reveal the inability of institutions to identify a more sustainable model of future development (Fig. 2).



2. Western Balkan urbanity

ALTERNATIVE MODELS OF DEVELOPMENT

If the technical implementation of EU standards represents an increasing unification of peoples and places through converging processes of economic, political, and cultural change, then divergent practices of the Western Balkans could become a counteraction to the integrating and homogenising effects of globalisation. It means that the concept 'local' could be empowered with the concepts found in the latest self regulated urban developments in the Western Balkans, which

to August 25, 2006. Initiated by Centrala Foundation for Future Cities (CFFC), Rotterdam: A. Dzokic, M. Neelen, K. Carl, S. Weiss, M. Potrc, K. Park, A. Aksamija, I. Kucina. LHE symposiums at Columbia University, New York and CAVS, MIT Boston, October 2006. Lost Highway Exhibition, SKUC, Ljubljana, 2007. Lost Highway Photobook, 2007. See also: www.europelostandfound.net.

truly shift meaning from their originally negative interpretations to constructive potential. Conditions of self-regulated urbanity that are emerging when centrifugal forces outweigh centripetal forces are becoming thresholds for cultivating common issues among individualised building initiatives.

- > A variety of complementary concepts have been found in the Western Balkans and recognised as a pattern of creating alternatives³. They are applicable to any urban scale and location as strategic policy and design tools for creating processes and artefacts. They are:

Fragmentation – reduction of authority and growth of self regulated initiatives,

Frame Line – pronounced enclosure of privatised spaces,

Concurrency – spatial implications of various simultaneous states of existence,

Hybridisation – invention resulting from the crossover of multiple influences,

Minimal Commons – that part of coexistence where there's nothing left to lose but a lot to gain,

Temporary Hierarchy – ability to take over particular spatial action for a limited time,

Convertibles – potential of distorting limitations into a space of exchange,

Expandability – capacity of a hosting body to adapt to uncoordinated external partitions,

Shortcutting – fast and unpredictable breakthrough congestion,

Para Source – scratching energy from existing infrastructure,

Leftover – free space in-between fulfilled desires,

Raw End – unintentional result of the most literal application of basic building tools,

Under Construction – continuous delay due to undetermined rules of development.

- > Numerous combinations of these concepts facilitate the formulation of specific conditions for each programme and urban site. Contemporary redefinitions of social liberation and human emancipation constitute the framework for cultivating the conditions of self regulated urbanity.
- > Earlier understanding of social liberation and

human emancipation was idealistic and romantic. In the famous painting by Delacroix celebrating the French Revolution, social liberation figures as a strong, hypersexual women surrounded by poets, workers and outlaws representing disempowered humanity. Such reminiscences of a fertile Goddess have been established and carried out through centuries. Generations were raised to equate liberating acts and the fight for human rights to sexual experience. Indeed, time of revolution was time of sexual freedom, so different from ordinary life with its prejudices and social barriers.

Providing fundamental reasons, social liberation and human emancipation were giving dignity to the revolutionary bloodsheds. However, as soon as the revolution fulfilled its local goal and life returned to regulated routine, ideals of social liberation and human emancipation were repressed by the revolutionaries themselves, considered uncontrollable and unpractical for organising stable society. Pushed back into the subconscious, as any sexual desire, the ideal of social liberation and human emancipation became a constant trigger for new uprisings. Such a triggering mechanism is used to maintain competitive spectacles for the present society of consumption, where the Goddess of liberation is downsized to no more than a commercial icon. Unreachable ideals have been shifted into everyday practice to avoid frustrations coming from the repression of the political elite which has appropriated the ideal of social liberation and human emancipation to be able to control libido. This shift is moving intellectual criteria toward a more fragmentary and temporary meaning of social liberation and human emancipation, achievable in any life situation⁴.

CONVERSION, UPGRADING AND PARTICIPATION

So far, in cultivating self regulated urbanity the criteria Conversion, Upgrading and Participation were applied, to build experiments directed toward empowering social exchange and environmental consciousness.

⁴ The School of Missing Studies organised a series of workshops, Looking for October, to examine the ideal of the liberation of the city, concentrating on the liberation of Belgrade on October 20, 1944, and declared socialist revolution at the same time. The School of Missing Studies has been created in order to provide a flexible educational platform and a network for international exchange on cultural issues related to the environment in cities currently undergoing political, social, and cultural transition. Looking for October, initiated by K. Carl, I. Kucina, S. Vukovic and S. Weiss with participants from the Faculty of Architecture, University of Belgrade was held in Cultural Center Rex, Belgrade in October 2003 and April 2004. The documentary, Looking for October, records events, projects, and interviews during the workshop sessions. It was directed by Dusan Gligorov. See also www.schoolofmissingstudies.net.

³ The Lexicon of Provisional Futures is a collaborative work process towards a collection of terms and redefinitions that imagine the Western Balkans as a vital and important trigger for the possible futures of Europe. With its planned workshops and collectively edited publication, it follows the Lost Highway Expedition (LHE), an exploration of the cultural and urban

landscapes of the Western Balkans, and is a part of the larger framework project Europe Lost and Found. The Lexicon has been initiated by the Centrala Foundation for Future Cities and co-organized by Skuc Gallery Ljubljana, press to exit project space Skopje www.provisionalfutures.net.



3. Conversion of the Public Bath House into the Architecture Centre in Belgrade

photo:
Dubravka Sekulic

CONVERSION

- > Conversion is related to the programmatic change of the use of buildings. (Fig. 3) The argument is that there is already enough building space in the world to fulfil people's needs, but that the unfair distribution of their use is creating artificial demand for more building. It seems that this 'mistake' has been purposely maintained in order to continually enlarge new real estate investments as foundations for economic growth. However, this process turned out to be the main reason for the present worldwide economic crises. Instead of progressive inflation of new buildings and urban structures, conversion is offering a sustainable alternative by repairing and reusing old and abandoned structures. Fields can be converted into courtyards, courtyards into houses, houses into department stores, department stores into office buildings, office buildings into schools, schools into playgrounds, playgrounds into malls, malls into parking, parking into car services, car services into factories, factories into cultural centres, cultural centres into billboards, billboards into facades, facades into inside walls, inside walls into balconies, balconies into apartments, apartments into cafes, cafes into rooftops, rooftops into plots, plots into fields...
- > Instead of new construction sites, conversion is constituting a new ethos which functions through recycling private and public experiences, through imagining and testing new patterns of behaviour, through recognising unrepresented social motivations, desires and activities.
- > Converted spaces have the subversive potential of changing lines of social divisions into places of meetings and exchanges. Lines of social divisions are unplanned consequences of fragmentation that result in unequal urban growth. They are considered as ephemeral by architecture and urban planning disciplines although they are strongly recognised and respected in everyday practice, signifying space between different individuals, groups, properties and interests. They

are appearing everywhere, at any scale, informally and institutionally, temporarily and internally, ranging through the whole spectrum of urban phenomena.

Conversion can replace existing dividing lines by installing a network of multi-potential relations among social actors and the built environment, to slow down or prevent discontinuity. Instead of abandoning spatial phenomena and social habits developed over time, conversion is using their complementary potential to create specific hybrid situations which are representing the potential of limitless exchange.

More than representation, converted spaces have the capacity to become spaces of continuous production of knowledge. For that reason, conversion could develop an educational programme that is a stimulating learning process of continuous questioning and discovery. This uncertain but proactive learning process should not be facilitated in schools only, but in places where unpredictable social exchanges are forming part of most living experiences which are fundamental to understanding and creating meaningful urban space for human activities.

Interactions among old buildings and advanced programmes settle in people's experiences as signs of new life, life that is injected in paralysed urban extremes, pulsating in a constant movement, opening the way for a new beginning.

A series of converted spaces could create a network of research centres that are distributed in areas which are still not fully integrated into the urban system, in places where dynamics of social and spatial relations are fostering the best opportunities for learning by doing. Simultaneously, these spaces can be used as public platform where shared facilities are open to knowledge exchange. Research could be received, collected, tested, discussed, elaborated, presented and archived continually. In this way converted educational spaces would become centres of radiating culture of knowledge.

4. Upgrading of the Roma settlement Orlovsko in Belgrade

SOURCE:
Boris Zerjav



UPGRADING

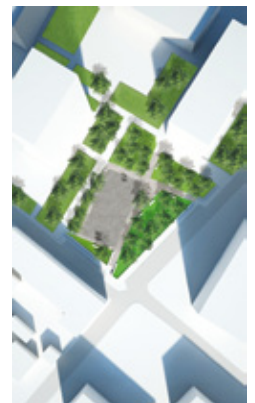
- > Upgrading refers to the replacement of a derelict building with a better version of the same building (Fig. 4). It is enabling architecture and urban planning to respect different customs and practices while looking for innovative solutions of spatial and social organisation. Upgrading is used when facing the most difficult questions, such as social and environmental improvement of slums worldwide and, in this case, the improvement of Roma settlements that are pushed to the margins of big European cities to stay in extreme poverty. Inability of institutional systems to cope with this problem has created their informal way of survival within a highly controlled European framework. In order to survive Roma learned to absorb the customs of the local host to be able to live of, and recycle its wastes.
- > Being the most discriminated European community, Roma are struggling to live between planned settlements like nomads in refugee camps or illegal shantytowns from where they are often evicted by force. Upgrading Roma settlements is no different from upgrading other ones. It includes integration into the urban context, ecological and sustainable housing solutions, self organisation, cooperation in the decision making process, and cultural vitality as living code. This process has standardised phases – legalising settlements and defining plot boundaries, providing basic infrastructure and diversified traffic networks, formulating gradual transition between private and communal space, permitting working resources next to housing, installing public services, replacing derelict housing, facilitating densification and growth... An upgraded Roma settlement is nothing else than a place where everyone can participate and benefit from the advantages the city offers.
- > Upgrading provides a triggering mechanism that could invert the process of hate and rejection to re-establish a mutually respectful dialogue between different urban groups, a dialogue that could generate new forms of learning and enrichment.

PARTICIPATION

Participation provides a set of instruments for citizens to express opinions and exert influence over urban arrangement and management (Fig. 5). From the citizens' viewpoint, participation enables individuals and groups to influence institutional decisions. From the institutional viewpoint, participation can build public support for planned activities. Even more than decision making mechanisms, participation creates shared platforms for permanent discussion between experts and citizens on vital questions related to the transformation of public space.

In opposition to conventional understanding of public space as an open and empty area between buildings, public space is indeed a loaded, dynamic environment that works as a site of permanent conflict between the manifestations of privacy and publicity. Public space is a complex dynamic system composed of material artefacts, immaterial stimuli, human beings and social relationships. It is a relational environment defined by a set of interactions between people, between people and artefacts, and between different artefacts. People do not only react to an environment, they also act through an environment. Thus public space understood in this way may be seen as a critical instrument of citizens, as they strive to have an impact on the ways in which their public and private lives unfold.

More than just an inhabited place the city represents a community of people that inhabits it and builds it. Its streets and squares, gardens and parks, buildings and monuments are reflecting all the good intentions and misdemeanours, successes and failures, treaties and conflicts that are coming and going as products of inexhaustible energy of social relations. The city is improving whenever the common interest is managed with more tolerance and agreement. When there is continuous social struggle, the city is becoming a battlefield. During the time of economic and political crises, when the institutions are no longer able to manage the common interest, public spaces



5. Participatory project for the Fifth Park
 source: Alen Spahic

become undefended territory and 'promised land' for profiteers of all kinds. Under the circumstances of reckless privatisation of public spaces their only remaining defence is citizen resistance. Defended public spaces become a symbol of the awakened conscience of citizens and an indicator of the power of self regulated urbanity.

- > Resistance and defence, though necessary, are insufficient to achieve a fair development of the city. It is necessary to establish a different method of creating public spaces where citizens are involved in the process from the beginning. The transition of citizens from a state of resistance to a state of participation opens many problems. Vulnerability connects people and strengthens the integrity of the community, but when the immediate threat is reduced, personal differences and animosities among its members begin to manifest themselves. While resistance has a specific goal, the result of a creative process is not so clear at the beginning. Uncertainty of participation increases the differences among people and begins to threaten the survival of the community. Some of them try to repress differences by imposing a leadership that is justified by a greater merit in the defence or greater professional competence. This is contradictory to the spirit of a self regulated community where common ground is held through acceptance of differences. As long as the exclusiveness of a leader is absent there is a possibility to adjust different interest through agreement. The goal is reached when everybody gets something, and when nobody gets everything.
- > Participation transforms the process of creating public space into a platform for consultation among experts, citizens, and institutions. Mutual consultations aim to articulate unfulfilled desires, hidden motivations, triggers of activities, and symbolic capital which, together, are creating a complex and often contradictory community profile. Experts assume a new role. Instead of imposing their visions they are producing a platform for discussion and mediating toward an agreement. Citizens always agree around

simple and viable proposals that are similar to other ones in the city, embedded into everyday life and resistant to all troubles. Production of a platform for consultation between experts and citizens represents a critical position within the rigid institutionalised structure of planning, production and management of the public space. When participation is running adequately, it is overwhelming the prepared plans, by generating an emergent, unpredictable process, which is so powerful that it can change established social hierarchy.

Before urban planning became institutionalised, public spaces were constituted by a succession of high level emergencies, representing the experiences of the community that was using them. Public spaces were hybrids of technical, artistic and subjective perception. They were telling stories, tales and adventures, as well as representing, loosely defined urban boundaries. As urban planning advanced, accuracy was replacing emergency, expelling the representations of social life and memories from the public space. As cities were growing, urban planning was dealing with increasing abstraction, detached from uncertainty of everyday life. It reduced complexity of public spaces into geometries and norms, disregarding the role of communities creating them.

Participation reconstructs the city hidden under the mask of institutionalised urban planning, bringing back the concurrent narratives of its citizens. Listening to their arguments, those who are nominated professionally to take care of the city can recognise different logics, different influences, and different relations with the urban environment that is changing so unpredictably.

CONCLUSION

- > The contemporary urban state reveals an inefficient urban planning system which is evaluating totality as its highest achievement and is not capable of formulating a development strategy which recognises the potentials of self-regulated systems. Globalisation of urban development has created a rejection of self-regulated initiatives that are burdened with very negative stereotypes. While institutional planning is considered civilized, reasonable and tolerant, self-regulation has been declared as wild, irrational and conflicting. This stereotype has created the belief that the city cannot be developed and sustained without controlling mechanisms defined by institutional planning. However, both the institutional planning discipline and self-regulated urbanity are currently in a dilemma over the pace of urban growth and are asking themselves how exactly they can create a new sustainable organism. The danger is that institutional urban planning may simply assume the mantle of a rigidly administrated meta-city apparatus, impressed with its own order and comfort and unable to compete with the dynamic evolution and flexibility of self-regulation. At the same time, self-regulated urbanity is still bound by political, social and economical problems and exists in a disconnected state from general standards. Both seem to lack a convincing vision of the future. The fact of today's massive environmental erosion might finally help urban development to find a new consciousness.
- > Reliable knowledge about conditions of self regulated urbanity could provide an innovative model of urban development by generating a system of interactions among concurrent trends. Its potential is emerging from the multiplicity of individual initiatives that may overtake proclaimed regulations to create a dynamic and complex self-regulated system. Entropy delivered continuously through interactions is the eternal resource of material production and environmental transformation in which cultivated self-regulated urban development could become the largest manifestation.

Cultivating conditions of self-regulated urbanity < does not seek to eliminate existing urban dynamics, but to understand how to maintain lively controversies instead of deadly quarrels, and how to create smart means of constructive exchange among divergent states of existence. It does not presume permanency but an open series of temporary initiatives. Once up and running, the urban future unfolds its own dynamic through systematic interactions among urban actors. Mutual recognition and re-examination within the interactive process are keeping the direction of development always in flux. Continuous questionings is creating a flow in which any contributor can interact with any other. The networking flow becomes the present expression of future potential.

A methodology that is based on conditions of self < regulated urbanity lays claim to urban planning in a different way, as part of an ongoing live process in which the production of the city is shared among its residents, experts, institutions and developers. Urban planning is no longer taking place thanks to ideological programmes or market pressures alone, but under the impulse of urban actors that are initiating new ways of producing frameworks in which to live.

Confronted with the institutional planning < system, self regulated urbanity is giving insights to alternative interpretations of the ideals of universal humanism – liberty, equality and brotherhood that are taken away from their original revolutionary context to be imprinted into state constitutions. Instead of the lost ideal of liberty, self regulation is looking for sufficiency of everyday practice, instead of liberty – diversified network, instead of equality – interactivity. Sufficiency, networking and interactivity are creating the new provisional horizon for social and environmental development in the future.

BORDERLANDS: CHANGES FOR PERIPHERIES

GUIDO CIMADOMO SPAIN / ITALY

The first known concept of land goes back to the time of the Egyptians, who believed it to be flat and floating on water. Later on, other civilisations raised similar concepts. In Babylon the priests described the universe as an oyster with water above and below, the whole sustained by a solid sky like a closed and round room. The Mesopotamian concept foresaw an ocean that surrounded flat land; it was forbidden for navigation and punishment for those who ignored this was to fall into the abyss. Later still, around the 8th century B.C. the Greeks imagined land as a flat and round disk held up by columns. Anaximander of Miletus saw the world in the form of a cylindrical column surrounded by air that floated at the core of the universe without support and couldn't fall because it was right in the centre.

What is clear is the absence of fear of early civilisations to raise some abysmal edges – very difficult to justify – but with a persuasive and frightening force, highlighting the predominance of specific interests over rationality.

IMPORTANCE OF FLOWS

- > Today, the definition of border has acquired different conditions. In relation to the argument developed in this paper border means barrier against migratory flows and the entry of foreign goods and, conversely, a colander for the export of national products. The absence of any element built by man can be more powerful than the presence of these barriers, which leads to our reflections on the role of architecture in these mediated spaces. I am interested in investigating the use of the spaces in these borderlands and how they relate to the concepts of location and density, their connections and their differences. Exclusion is an experience indissolubly related to such spaces – the object of my analysis – as well as to the belonging to a place as part of intrinsic values of urban spaces. My question is whether architecture gave, or is giving an answer to the problems generated by migratory flows.

The characteristics of the places built by man are concentration and fencing. We have to think about places from a phenomenological point of view, or rather think of the emotions which their character or atmosphere are eliciting in the end-user of space: man. I want to introduce the concept of existential space, borrowed from Norberg-Schulz (1979), to refer to the relations between man and the environment. The environment affects human beings and thus the purpose of architecture is to order our place. Liquid life and fluid society, concepts defined just a few years ago by sociologist Zygmunt Bauman (2005, 2006) are not able to maintain their own form; everything is dissolved and returns to be built everyday. The various modifications we are enduring throughout our life require a flexible and adaptable attitude, which leads back to the concepts of fluidity and rapidity as the basis of our concerns. Referring to Jacques Derrida (1982), we have to inquire constantly about the relevance of the limit, balancing the pressure between 'inside' and 'outside', as in the case of a permeable membrane.

My research focuses on how dividing elements affect the occupation of space by citizens and how they evolve. After a general discussion of growth strategies, I concentrate on the revitalisation of these border areas as a tool to balance the development of the place as a whole, and aim to understand how the most common flows in each location interact with the barriers which control them. I study space according to Heidegger's (1951) definition for whom space is not where things end, but something from which the presence of things starts. The starting point of my research is directly related to the movements toward the interior, in accordance with the thinking of the German philosopher elaborated in *Build, Lifestyle, Think*, where he reflects on lifestyle and its relationship not only with the activity of construction, but also with the space it occupies, a wider dimension we need to consider.

As we have seen from the examples above, Heidegger's reflection is the opposite to the

concept of the past in which the anonymous is related to the unknown. From these considerations follows the relevance of flows in shaping and delimitating physical space.

> According to the Dictionary of the Spanish Language (as this work is developed mainly in Spanish) **flow** comes from the Latin *fluxus*, with the following meanings:

1. action and effect of flow,
2. movement of ascent of the tide,
3. chemical: flux (substance which facilitates the merger),

and

to flow, from the Latin *fluere*

1. intransitive, in a liquid or gas,
2. intransitive, in an idea or a word: sprout with ease of mind or mouth.

> Considering these definitions too restrictive we sought other sources. In addition to the previous definitions the Dictionary of the Spanish Language Espasa-Calpa (2005 edition) includes movement of persons or things from a place to another, which is a better description of what we are examining. Another definition defines the actors which are involved in the configuration of the spaces: the persons or things that move on one hand, which render the typologies of flows more significant, and the places of origin and destination of these movements, on the other hand, and what can be found, or not, in the middle, an aspect which lays at the centre of our interest.

> The border is perceived as an area in which actions converge related to processes of location, mobility, division, hierarchy and spatial performances, and

where actors seek to influence the territory by organising it consistently according to their general objectives which I am analysing for each specific site. In a first attempt to classify the case studies of borders by type, I realised that various problems are superimposed in each of them. Overlap and possible sedimentation of issues increase the complexity of analysis, while sharing related cases is enriching complexity even more. In a significant number of cases the borders between nation states have been created in conditions of war and maintained by a credible response to a possible invasion. However, once established these limits, pressures and differences between the States facing each tend to incorporate other emergent problems which I was trying to isolate. The borders I have identified and in which I am interested can be categorised as follows: **political boundaries, military borders, economic borders (flows), migratory flows, frontiers of tourism (flows), religious barriers, borders as artistic works** (in the arts and culture), **legal boundaries, cultural boundaries.**

In the description of my research I am going to consider primarily economic flows and migration, relegating tourist flow to a secondary level, which are relevant but not directly linked with the fields of study. We must take into account that although the research is confined to particular places and periods of time, the relevance of these flows is amplified as their impacts are difficult to isolate from globalisation, which arguably started its journey with the fall of the Berlin Wall in 1989.

	MÉXICO U.S.A.	CEUTA MOROCCO	GIBRALTAR SPAIN	GREECE/ TURKISH CYPRE	PALESTINE ISRAEL	SOUTH/ NORTH COREAS	EAST/WEST BERLÍN
Political boundaries		X	X	X	X	X	X
Military borders				X	X	X	X
Economic flows	X		X				X
Migratory flows	X		X				X
Frontier of Tourism							
Religious borders		X		X	X		
Legal boundaries			X				
Artistic boundaries	X						

I. Classification of flows according to their relevance to the case studies

ECONOMIC FLOWS AND THE CONCEPT OF GLOBALISATION

- > In recent years the fall of the socialist system as an alternative to capitalism lead to the growing importance of the phenomenon of globalisation which is used and applied to very different aspects of the economy, politics and culture, and thus losing rigour. Among the countless attempts to describe it, I want to emphasise those directly linked with the approach I am following:
 - trend of markets and businesses to spread, reaching a global dimension that exceeds the national borders;
 - globalisation, a revolution of communication between human beings which has made them more interdependent;
 - globalisation as growing economic interdependence of all the countries of the world, caused by the increase in volume and variety of cross-border transactions of goods and services, as well as the international flows of capital, with accelerated diffusion and widespread use of technology.
- > From the 1980s certain supranational institutions started to take on greater importance in establishing the rules of the flows that directly influence the daily lives of citizens on five continents and controlling the permeability of frontiers for goods and flows of workers, aspects of key interest to us. In addition, at a supranational level, they defend multinational companies that are located in third countries and often exploit the resources of the latter while reverting only rarely the benefits to the affected populations.
- > Instead of a fall of barriers, increased mobility and greater freedoms, which were expected to emerge with the fall of the Berlin Wall, the resulting liberalisation of the markets and the network of strong countries connected by heavily militarised trade corridors has not been paralleled with the same facilities for workers. The rejection of globalisation experienced over the last years manifests itself mainly in the departure of politics from the real needs of citizens, with the quest

that what is good for the economy is good for citizens. While defences of public interests are being abolished, the freedom of citizens is heavily curtailed, due to macro-economic politics and growing fears of possible terrorist attacks. According to the description of Joaquín Estefanía (2008), globalisation which actually exists, the one introduced worldwide, is partial and deformed, due to the different speeds of the flows involved: absolute freedom of movement of capital, growing but not complete freedom of movements of goods and services, and very relative freedom of movements of people. Globalisation is economic, with a global speech and decisions taken at global level, far from the directly affected citizens.

MIGRATORY FLOWS AND THE RIGHT TO AN OPPORTUNE FUTURE

Regarding migratory flows, one fact suffices to understand the scale of this phenomenon: 3% of the world's population (175 million people) are migrants. Migration is a phenomenon closely linked to the economy, as it has been in the last century, when probably the largest ever number of movements of people has taken place, due to several events of the first order, such as the effects of two World Wars, or the great economic crash, among others.

Without a doubt there is a gap between trade policies and migration policies, the latter being defined unilaterally by each country, according to national politics. Several analysts contend that growing globalisation of markets and their greater openness require competitiveness which will privilege increasing specialisation of migration, as opposed to current low specialisation. However demographic variations of the various labour forces bring about constant change which make these flows difficult to predict and control. If this type of people flow is closely related to the global economy, there exists another more dramatic but no less real flow of human beings who lost their lives in the attempt to leave behind conditions of extreme poverty in the hope to achieve more

favourable living conditions. These flows clash with barriers erected by the more industrialised countries to preserve the privileges of their citizens. The proliferation of initiatives to consolidate, expand or improve border controls, with the existing dividing elements, often supported by military techniques (barbed wire, spikes, or the use of sophisticated technological device, the External Monitoring Integrated System known as SIVE in Spain, or the experience of the Texas Border Watch on the Mexican border) are the more meaningful and costly initiatives launched by different states, notwithstanding the European policies which created the Frontex Office, a think-tank in charge of risk analysis of issues related to border flows, and the launching of pilot projects for their control and stabilisation, now entrusted in a dedicated task force.

- > Conversely, the same European Constitution has introduced a neighbourhood policy which offers economic support to neighbouring regions, compliant with the goal of the 2003 European Security Strategy, which aims to constitute a ring of well-governed countries, stable enough to ensure security at their own external borders. This policy has been seen as an attempt to move existing migratory pressures toward the borders of peripheral countries, in exchange of substantial economic aid. The emergence of marginal areas and informal camps near the borders of Ceuta and Melilla and in other parts of Morocco, in which thousands of people await to cross the sea toward Europe, is another phenomenon caused by the exacerbation of border controls. It is clear that the informality and lack of interest of authorities responsible for these controls have led to the existence of separation fences between countries.

TOURIST FLOWS AND THE LOSS OF IDENTITY AND LOCAL CULTURE

- > Tourist flows do not affect 'borderlands' directly, as they are directed toward different kinds of countries or regions, can change over time and follow criteria that are outside the interest of this

work. Nevertheless, some aspects inherent in these practices of cross border tourism, such as the loss of cultural identity or de-territorialisation are relevant to the study of 'borderlands'.

The cultural identity of place is increasingly vulnerable, because the global economy resorts to an export system based on ubiquitous brand image and/or franchise, which aim at maximum profits in any place at any time, and gradually lead to the simplification of territorial and historic richness present in such tourist destinations. Although these considerations may be rather generic, their consequences are related to the feeling of belonging of the inhabitants to such places which become increasingly less responsive to the needs of their residents. These changes arouse a sense of surprise toward the place of residence, but they also facilitate the settlement of migrants and foreigners, since cultural differences are declining, while helplessness before the unknown or routines are also slowing down. As both residents and foreigners are experiencing alienation, this may enhance the feeling of belonging to a place in some way, or rather the possibility to adapt to such changing places.

Perhaps the most interesting aspect of the global phenomenon of tourism is its ability to move heterogeneous masses of tourists from one destination to another without apparent efforts, regardless of the distance from their place of origin, language, culture and politics, besides many other aspects. Displacement in itself, a phenomenon common to tourism and migration can be an important key in the understanding of the evolution of urban space, where different flows directly affect their development.

CASE STUDIES

Any site within the walls is profitable, any site outside them is in danger of becoming a ruin. This reflection of Berger (2005) makes us perceive these barriers as a limitation of partial universes, compared to the prevailing advance of globalisation and its contradictions. Referring

to the analysis of some of the more significant enclaves identified above, the meaning of inside and outside has to be raised, together with the possibility of assessing whether these concepts are fixed or can be exchanged arbitrarily.

MEXICO – USA

- > I do not intend to reconstruct the history of the relations between Mexico and the United States, but recognise the historic facts that have shaped the border between the two countries as we know it today, as well as the causes that have led to the configuration of the existing relations between the two countries.
 - **1848:** Treaty of Guadalupe Hidalgo – Mexico ceded the States of California, Nevada, Arizona, Utah, and part Colorado, New Mexico and Wyoming to U.S. in exchange for \$15 million.
 - **1853:** Gadsden Purchase – U.S. buy the rest of New Mexico and Arizona (76.845 square kilometres), reinforcing the communications by rail, improving economic flows between the southern states and the West coast. At the end of this process U.S. had incorporated more than half of the territory of Mexico, 2 million square kilometres in total.
 - **1920s,** with the promulgation of the Dry Law which prohibits the production, sale, transport, import and export of spirits to be used as beverages throughout the territory of the United States, there was the first boom in the cities on the Mexican side, where such a ban did not exist.
 - **1942:** 1st Mexican Work Program – 200.000 Mexican workers (*braceros*) replace American workers employed in agriculture and industry and enlisted in the Army.
 - **1965:** The Programme of Border Industrialisation started one year after the unilateral decision of the government of the U.S. to end the Bracero Programme, followed at the beginning of the year 1970 by the *Maquiladora* Programme.

The most noticeable aspect of these events, very difficult to quantify, is related to the humiliation and feelings of hatred that overcame the Mexican population which considered itself betrayed by the interests of the southern Government, headed by Antonio López de Santa Anna, and which are still alive after many generations (Smith, 1992). More than 100.000 Mexican citizens who were living in the territory sold to the United States lost their properties and started several rebel movements seeking to regain their land. Control of the flows in the late 1800s went the opposite way of today. Moreover, there were complaints by Mexico as the American Government didn't ensure sufficient border controls to control American cow thief raids. It is interesting to note that the migratory exchange between the two countries is sensitive to industrial growth and development. Traditionally, the policy of American immigration has been based on the fact that the work of immigrants has been necessary for the American economy since 1.800 until the end of the twentieth century, and will still be necessary throughout the next centuries. The origin of the barriers as we know them today goes back to the early 1990s, when Bush launched *Gatekeeper Operation*, to recover the integrity and security of U.S. national borders. He started to build the first phase of the fence between the Pacific Ocean in San Diego and the border post at San Ysidro over a total of about eight kilometres. The fence consists of a simple metal plate set on posts, but by building it in a consolidated location it had the effect of pushing migratory flows toward the East, into an more arid area easily controllable by border patrols. Over time monitoring increased, with the development and implementation of new technologies to support patrols. *Night Vision* infra-red viewfinders, motion detectors and helicopter patrols along with other media have gradually militarised this work of control. On 26 October 2006 George Bush signed the resolution 6061, Secure Fence Act, to strengthen the border line between the two countries. It was expected to strengthen 1.100 km which were subjected to

illegal immigration and to drug dealers with a double or triple fence, in addition to using last generation military tools for the control of the border. At the beginning of 2010, this project was completed. It consists of a fence from the Pacific Ocean (San Diego) until Yuma (Arizona) of 6.4 meters in height embedded 1.8 meters in the ground with reinforced concrete. The implementation of this fence, whose price per linear meter was not revealed, was substituted in desert and mountain areas with alternative control measures already mentioned, which trigger the intervention of the border police. Here the risks of crossing the border are multiplied exponentially.

- > The surveys showed that American citizens agreed with increased border control, although they did not approve the construction of a protector wall. Despite the outcome of this poll, three years ago the Department of Homeland Security commissioned to Boeing Co. to build a series of towers along the borderline with integrated cameras and radar connected to presence sensors to allow real-time control of 3.200 kilometres. Militarised virtual control seems to be the direction chosen for future control of the line that divides Mexico from the United States of America.
- > The explanation of current development of Mexico must be sought in the *Maquiladoras*, a phenomenon that is at present the second source of income for the country after oil. The Mexican Government expected to attract foreign capital when it increased opportunities for its citizens in the 1960s, by creating the programmes intended to promote installations of this nature. Although highly bureaucratised, the government showed great flexibility during these years in modifying the programme when it was adapting it to new requirements, expanding for example, the area designated originally to the programme to the whole country, even allowing the full use of land (which could not be sold to foreigners) over long periods of time, or permitting certain Mexican companies to produce for the domestic market.
- > From the point of view of the detractors of the

Maquiladoras programme, the conclusions of Jorge Bustamante are interesting as they summarise a key question: *'(it is possible) that the Maquiladoras programme acted as a magnet for migration to the cities on the border. The fact is that the people attracted there are not absorbed by the Maquiladora sector and are employed by the service sector or not employed at all. What is really interesting in this context is the ability of this programme to generate a stable environment with some opportunities for its inhabitants'*. Nevertheless, the Mexican Government has not invested the same amount in the development of primary services, infrastructure and above all education as in the *Maquiladora* programme, thus relegating current and future generations to the only option offered in these places which is linked to some kind of illegal traffic. What we found from examining the issues that are recurrent on these border areas by focusing on movements and places of transition is that they are hybrid spaces undergoing strong direct contamination. They are generated by the complex relationships between production and consumption, between local reality and globalised processes, and between confined physical spaces albeit continuously in contact with each other. It is easier to look separately at countries which share a border but have different autonomous legislation. In general regions located along borders are not experiencing significant development compared with other inland areas (examples are US-Canada, or Europe before Maastricht). However, the case we are analysing is different, mainly due to the development gap of the border areas within the two countries. In general the American side is depressed when compared with the rest of the country, and the border is therefore an economic problem. The border cities in Mexico are different. Compared with the rest of the country, they are places of wealth and opportunity, although their per capita income remains well below the American one. This boom however is not fortuitous but derives from the various government policies to promote the border region.



- > In parallel with the implementation of PRONAF, the Central Government established another major project for the development of the whole border region. The Industrial Border Programme (PIF) brings economic flows and migration toward the border region and from there to North America. It requires a new stage of urban planning, as it triggers a large demand for industrial land which requires infrastructure, essentially roads and connections with border ports, and amounts to redrawing the urban structure of the cities. The reality found on the border between the United States and Mexico, analysed in the case study of El Paso – Ciudad Juárez, reflects some pressures due to the economic gap between the two countries. What in other contexts would be economically depressed areas have generated buoyant urban centres, especially on the Mexican side, primarily because of the economic support from the Central State, through various programmes which promoted the kind of activities like the PRONAF and PIF from the 1960s. These programmes have changed the structure of the border cities, with growth of services targeted to tourism and favourable conditions for the introduction of numerous industries known as *Maquiladoras*.

CEUTA (SPAIN) – MOROCCO

- > Returning for a moment to the ancient mythology, I cannot begin to speak of the second case study without recalling the myth of Hercules and his visit to the 'far west' world to capture Gerion's oxen. His trip was full of adventures and struggles, and to commemorate his courage two columns were erected bearing his name which separate Europe from Africa. According to some commentators these were located respectively in Gibraltar and on Mt. Hacho in Ceuta.
- > We can divide the urban history of the city of Ceuta into a first period that begins with the creation of the city in the seventh century B.C. by the Phoenicians and terminates in 1860 with the end of the African war and the definition of a new territorial delimitation. Romans, Vandals, Visigoths,

Byzantines and several dynasties of Arab origin succeeded each other until 1415, until Portugal took over and the crown of Spain established a protectorate of the land since 1640. We need to know the particular geographical situation to explain the city's limited development. Ceuta is located in an isthmus ending in a relief, Mt Hacho. It is joined to solid ground only by a stretch of 500 meters in width which provided an efficiently defence since its foundation. Due to its very reduced area the city and its population could not grow without an extension of its territory, displacing the defence system to a wider area called the outside field that required a greater effort to be defended effectively.

From 1860 with the definition of a new border and the peace agreement with Morocco the city began a new development with the construction of a new port, whose need became evident during the military campaign of 1859-60, the construction of the railway line Ceuta-Tangiers in 1908, and the abolition of the prison in 1910. With the disappearance of latent uncertainty in the city, a major transformation took place from an mainly military settlement to a city subject to normal civic pressures. The last period of the city starts in 1956 with the independence of Morocco. New insecurity arose from the disappearance of trade related to the military troops which were displaced to the European continent. This resulted in the withdrawal of private sector investment and chronic lack of demand generated by the city. Moreover, development was also hampered by the failure of national plans, urban planning and urban transformation strategies established in 1959. Their exclusive concern with the downtown area and omission of relocations resulting from the demolitions undertaken to open new avenues for road traffic, together with the informal settlements on the peripheries brought years of stagnation to the city.

The main activities carried out in Ceuta, apart from those linked to the harbour in general and fishing in particular, are related to minority trade, taking

advantage of the administrative benefits granted to the city. Naturally, this attracted a broad sector of people to settle in the town related to these activities and coming from the area of influence of the city.

- > In 1985 the adoption of the first Immigration Act in Spain had a sudden and strong effect on both Ceuta and Melilla, since this Act put a broad sector of the population established in the city into an illegal situation which was difficult to regularise. This probably brought about the first significant conflict between the African Spanish cities and their neighbouring country, related to the migratory flows, and affecting a population which was previously recorded legally albeit only informally in the country. The border was reinforced and militarised with the primary purpose to control migratory and trade flows, a situation that persists to the present days (Planet Contreras, 1998).
- > The existing border of 8 kilometres in length is the product of the contemporary military industry. Originally consisting of a three meters high, double metal fence, it was increased to six meters, crowned with barbed wire and equipped with a track for vehicle patrols in between. Watch towers are supplementing control all along the frontier which are linked to a control centre where all the signals of movement, cameras and infra-red sensors placed along the path are converging. All these sophisticated tools are eye-catching when compared with the tools used by migrants during assaults in summer 2005 which consisted of rudimentary stairs, gloves and multiple layers of clothing for protection from the barbed wire.
- > These developments are exploited by Morocco with the clear intention to improve its position in claiming Ceuta and Melilla as Moroccan territories. Morocco is also drastically expelling illegal migrants in the desert at the border with Algeria when forced by European pressures and media. The current border of Ceuta aims to control the migratory flows from the African continent toward Europe, as well as the flow of goods that occurs in general in the opposite direction, to

supply the less developed economy of Morocco. The migratory flows that affect the borders of Ceuta and Melilla have to be considered at a wider scale to include the migratory effects from the African continent toward the European continent, triggered by dictatorships, ethnic strife, hunger and poverty. Migrants to arrive at the borders of these Spanish enclaves, because their geographic location offers one of the few very favourable opportunities to enter Schengen territory, compared to the alternative of crossing the Mediterranean Sea which is riddled with many dangers, high levels of risk of failure or interception by the maritime units patrolling the Spanish coast, supported by the monitoring system SIVE, notwithstanding the dangers arising from the mafias who control this traffic.

The border is transformed into a dense and unbridgeable object for migratory flows. This can be compared to a vector which signifies migratory flows, whose value is the volume of migrants which increases with their approach to the northern coast of Africa and bounces back when migrants are attempting to cross over. These flows resemble the turbulence of any physical experiment, with the consequence that migrants are generating informal settlements in the proximity of the fence in the hope to attempt new crossings as soon as possible.

With regard to economic flows, although Ceuta enjoys a special regime, its control is governed primarily by European politics. The uniqueness of this situation is the existence of trade flows from Ceuta toward Morocco which follow established rules of international commerce, taking advantage of the permissiveness existing on the border to let the people cross on foot with all the goods that they are capable to carry. Conversely, Morocco refuses to grant the status of customs duties to the border crossing of Tarajal, where an Industrial Area of the same name is developing. The effect of this action is to prevent legally the passage of goods, for the sole reason not to jeopardise the arguments supporting Moroccan demands

to annex the disputed territories. However, this measure generates an informal although consented traffic, with a huge impact on the number of crossings on the border, as well as on the weak economy of the Spanish enclave. Resulting clandestine trade is estimated at 85 percent of the total economic activity in Ceuta which imports most of these products legally with tax advantages from China. We believe that the attempt to attribute this development to the shortage of urban land is a wrong simplification. Since the times of Portuguese sovereignty the main function of Ceuta was a prison for long-term convicts, a function that required a reduced space, sharply demarcated and controlled, to prevent contact with the local population as much as possible.

- > It is alarming that these same spaces next to the border are used for illegal trade under the watchful eyes of conciliatory border authorities. Conversely, immigration control is repulsing attempts of crossings by immigrant flows with vigorous actions. They thus are creating a duality of interpretation of legality depending on the kind of flow that has to be controlled.
- > Focusing on the current border, considering it as the direct result of the unique history analysed above, my first considerations are related to the multiple meanings of the role of the border. Politics stand in the forefront, as they serve to reaffirm the Spanish sovereignty over the enclave, while remaining subject to a multitude of claims for its annexation by the Kingdom of Morocco. This political dimension has to be placed in the context of the denial of Morocco to recognise existing border crossings (as a result of not recognising the border), thus preventing a regular trade flow between the two territories. This contradictory situation generates the phenomenon of irregular carriers becoming the basis of the livelihood of the local economy while creating a social problem that is not under control. For the carriers Ceuta's border does not act as a barrier, but as a permeable element.

Throughout the same scarce highly militarised 8 kilometres the border has been transforming itself into a strong barrier against the flows of immigrants who are attempting to enter Europe. These same flows generated a unique phenomenon, namely the occupation of the space next to the barrier in informal settlements and in the forests nearby.

CONCLUSIONS

The decisions that affect the overall development of border areas are often carried out without the intervention of the citizens who inhabit these regions. In general the agreed guidelines are entrusted to military forces, which leads to increasingly high militarisation of these spaces. The first conclusion on the sites analysed is the obvious disconnection between the governmental or political level and the citizens who inhabit these landscapes. The former take the decisions on handling border relations and the control of the flows that are generated there, while the latter occupy the landscape and reinvent new forms to relate to the barriers and their purpose. Countries with greater resources are facing up to their neighbours by protecting their territory with a repressive attitude. They generate an inside and an outside, a delimitation of space a priori, a marginality not only on the more depressed side, but on both sides, expanding the boundaries from simple vertical elements to strips in which the negative connotation of space becomes clear. The lack of participation of architects and urban planners in the development of these spaces is also evident, although such technicians could provide proposals to improve its use. The involvement of a maximum of specialists is essential to propose new forms of occupation and transformation of the landscape, and to interpret and adapt them to the needs and functions to develop there. It is therefore urgent and of great interest to initiate an analysis of the spatial evolution of border regions as a basis to vindicate the participation of architects and urban planners in decisions related to their development.

- > Transferring data from observations of different types of flows into a geographic representation of the world reveal the existing pressures in the border areas between developed and undeveloped worlds. This would include borders where turbulences occur related to these movements due to shutting them down, suspending controls, or restricting flows.
- > The first substantial difference between the analysed cases is related to density. Various cities have been developed on the American border, which have grown steadily thanks to the recognition of the strengths and weaknesses of the corresponding counterpart. Mexico has chosen strong investment to attract foreign capital through programmes such as the PRONAF or PIF, by installing an industrial sector that might reduce the unemployment rate of a border area generally which is more depressed than other areas remote from the borders.
- > On the other side of the border, El Paso has become a residential and commercial area. The fence is not seen as a dividing element, but as something that is integrated into the urban space, which simply filters flows necessary for growth and welfare of the two cities. It is true that this reality can be reduced to urban contexts, and differs from the rest of the border line, where attempts of clandestine immigration to enter the northern country are due to lack of continuous monitoring. We can assert that the same urban density curbs attempts of immigration, as fences are located in an easier area to monitor.
- > I consider that density is also one of the more relevant parameters to understand the development of the city of Ceuta. The arrièrè pays or hinterland that feeds its development relates back to the beginning of this century in the Spanish protectorate over Morocco. Ceuta was conceived as a logical starting point for distribution to the interior of the neighbouring country, despite the fact that supplies arriving from the continent served more to supply the colonial army and the Spanish civilian population than being exported to Morocco and its basically rural population. The current frontier, with only two border passes in the

vicinity of the coast, has generated great social alarm because of the attempts by immigrants coming from Africa to enter Europe. Conversely, it has become the cause of a vital commercial sector essential for the economic wellbeing of the city.

CHANGE OF SCALE

These borders are not the only ones in our world, although the most visible ones and those which attract the interest of the media and therefore of the public. At the scale of the city, we as architects, urban designers and planners are involved in its definition and transformation, thereby dealing with the same problems of immigration and economic distribution at a different scale. Here we can find other kinds of barriers, more or less visible, but as strong as the former ones in their impact on the territory and on people. At the urban scale we can find various barriers that mark the growth of cities, and are in many cases the cause of exclusion and marginalisation of certain urban areas. The research presented here can be useful not only at a broader level, but also at a smaller scale, where urban highways, railways, derelict industrial areas, etc. act as borders for the relations between different areas of the city. Even if city sprawl has grown to incorporate these diverse elements within an unpredictable expansion, attempts to resolve such problems of intra-city borders are very few. In this context we find ourselves thinking about the possibilities of the future organisation of these spaces. We have the option to consider the regions on both sides of the border jointly and to reflect on the need of these spaces to have a definition or characterisation that could distinguish them from other sites. The risk of working with broad regions consists of potential assimilation between different locations over and above homogenisation which globalisation is already contributing. Urban growth according to this pattern is taking advantage of the existing strengths on both sides, while the weaknesses of the particularities and exceptions are harnessed as opportunities on the opposite side.

The alternative (or a complement of the previous solution) is to consider these borderlands as independent of both nations, some autonomous entities nurtured by the existing culture on both sides, resulting in an autonomous and unique context. Such borderlands would become a space which can accommodate the particularities of each culture to generate and enrich each other, places where every day life is redefined according to the pressures and flows which are contributing to the functioning and transformation of the border.

Such an approach would be a transformation of the meaning of border which currently defines the difference between inside and outside. It becomes a border area (eventually delimited in its perimeter) which would encompass all these differences and assets. The interest in the deconstruction theories of Derrida has much to do with the concept of exclusion inherent in any border area. Only by recognising this finding is it possible to approach a project of inclusion, which would reduce these differences through some cultural policies based on diversity and integration. Fear and insecurity would thereby be expelled from the feelings arising in the inhabitants of these regions.

URBAN CHANGE: A CITY-WIDE PERSPECTIVE

EVALUATION OF PART 3 FUTURE: NEW FORM OF THE CITY

- › Cities are arguably the most important cultural manifestation of humanity. According to Lewis Mumford (1961), *'the city is the point of maximum concentration for the power and culture of a community'* and *'no single definition will apply to all its manifestations, and no single description will cover all its transformations...'* (Mumford, 1980). Leonardo Benevolo who has written *'The History of the City'* as part of a drawing course was focusing on city form, while David Harvey and Edward Soja adopted a socio-political perspective when they wrote respectively *'Social Justice and The City'* (1973), and *'Seeking Spatial Justice'* (2010). Optimistically, Peter Hall (1998) affirms that *'like every golden age of which we know, it was an urban age.'* Rediscovered Jane Jacobs (1961) explored how city form could better accommodate urban communities and what they expected from urban living. Patrick Geddes (1915) undertook a *'City Survey for Town Planning Purposes'*. These few random standpoints show that cities will never be exhausted as a subject of study and fascination. Most likely all those present at the European Urban Summer School had their own knowledge base and interpretation of the city and its purpose.
- › As urban change comes from changing society, it is a moving target and cannot be explained exhaustively. Moreover, real life constraints, due to governance, resources or budgets will limit such explorations, even in academic quarters. In a democracy, the right of citizens to their city, their divergent and often contradictory needs and wants should form part of the input equation. However, they

cannot be captured with the same analytical tools which simulate city structure and urban change at a broad and often abstract scale, and their interpretation will always be open to subjective judgement, either of those who have the power to intervene, or guided by a zeitgeist which itself is changing over time.

This is not to say that interventions would not need better knowledge and a solid base of facts, new concepts, new tools and possibly a new axiomatic about the purpose of cities in a globalising knowledge age with ever accelerating mobility and technological innovation. European cities pride themselves of having the best education, the best quality of life, the best position in world competitiveness. How long for though? Related to the whole debate about heritage, the question is whether European values which dominated the world for so long may be challenged by more dynamic and increasingly self confident cultures in more ambitious cities and fast emancipating countries. The dilemma of following concepts (or prejudices or ideologies) rather than reality, or the temptation to fit reality to concepts are always present, to one's peril.

What does all this mean for urban planners? Will stable plans be a phenomenon of the past, and will they be replaced solely by transient, adjustable planning? How can cities secure a semblance of stability, something human nature has not ceased to crave, especially in turbulent and insecure times? What type of planning or urban management would be suitable to provide some kind of stability, to avoid chaos, by pursuing some balance between the past and the future, between social forces and physical recipients for their deployment? How could it satisfy widely divergent demands and respond to a new consciousness of society? Perhaps predictable, long term planning that aims at a stable state is no longer possible, only dynamic interactive planning emanating from reality and momentary understanding of the process of urban change.

▼ The ambitious endeavour to look at urban change and inquire what the city of Wrocław would look like and be to live in in the future could only throw up some tentative ideas, a snapshot of the moment of a subject which holds infinite challenges for those who wish to understand cities, just as it does for those who are in the business of changing them, naturally for the better.

▼ The merit of such an undertaking is most likely the process itself of trying to understand cities by observing and comparing them, by relating a city to own experiences, to narratives of other 'flâneurs', interpretations of learned writers, or visions of politicians, intentions of developers, as well as expectations of those who live, work, play and learn in the city. No matter how ephemeral, how transient, such exposure has also the merit for observers to reinterpret their own cities, and revisit their proposals of intervention and change.

▼ Professionals are trained to base their assumptions on facts, their analysis on data, their synthesis on theories in their respective academic or vocational fields. They work out alternatives, attach preferences, priorities or probabilities, set up pilot experiments, monitor and assess them, consult widely, and only then their proposed interventions may translate into reality. However, in real life, many urban actors have to manage 'black boxes' and take decisions without the certainty of knowledge.

▼ Sometimes judgements on complex artefacts like a city by those who have only just encountered it, who have to rely on scant information and little time can be surprising and revealing. Similarly, the standpoints adopted to shed some light onto a short moment in time will influence how the city is perceived and reconceived. It may be a salutary experience to realise so concretely that nobody can understand an urban structure completely, let alone control it. Even intentional change

will never be complete, it may influence and fine tune or tweak the direction in which the city's dynamic momentum is travelling anyway, at best interact positively with it, and in rare occasions even in synergy.

Combining the different standpoints of those who brought along experiments and interpretations of urban processes in their respective cities, with knowledge of Wrocław made available locally, and with the outcome produced by students in a very short time was an enriching experience for all. No doubt, the event raised more questions than it answered, and was unable to reach practical conclusions or consensus, least of all on the city itself, how it tends to develop, and what it may become in the future due to a combination of its own unique dynamic and planned interventions. Some views were voiced, some predictions ventured. It may be a case of revisiting the city in a decade and comparing that reality with the many futures that were imagined during this enjoyable process of cooperation and exchange.

A group of approximately 15 diverse individuals of various ages and ethnicities are posed in front of a building with ivy-covered walls. The entire image is overlaid with a solid blue color. The text 'WROCLAW = VROTZ' is centered horizontally across the middle of the image in a bold, white, sans-serif font. The equals sign is slightly smaller than the letters. The background shows a stone building with a doorway and a window, partially covered in green ivy.

WROCLAW = VROTZ



LAW = VROTZ-LOVE

MUZEUM
ARCHITEKTUR

SALIENT POINTS FROM THE OUTSIDE

LESSON LEARNT FROM TUTOR PAPERS PRESENTED IN PART 3

- The points highlighted here relate to theoretical and methodological issues which became apparent while studying the city in its entirety. The papers reflected two basic approaches to understanding cities and proposing interventions at city, metropolitan, regional and supra-regional scale.
- The inductive approach derived understanding from examples from which a synthetic picture would be construed as a framework of future action. Experiments were the building blocks of a comprehensive conception of future urban strategies (JLG). The deductive stance focused on a conceptual framework of the systemic nature of cities and regions from where to grasp the essence of urban structures in a large context. This provided the basis of conceptual scenarios for future development strategies, areas of implementation, as well as appropriate governance structures (JR).
- Various methodological tools were presented to comprehend or simulate urban structure and its dynamic, with healthy warnings about the purpose and limitation of such tools. Real and virtual simulations assist the understanding of urban processes as they can be tested through theoretical and practical experimentation, while refining results by iterative processes (IM&MM-G).
- Some more pragmatic instruments were presented, closely linked to development and its implementation, such as planning systems, legal frameworks and governance structures and their social context (DV). By identifying new forms of social relations these tools can help improve interaction between the built environment and its use. Others included scenario building,

conceptualising development perspectives, and understanding political processes which influence them (DE). Their purpose is to construct a more abstract, comprehensive or integrated vision of cities, their dynamic and their repercussion on urban form.

Critique is an important part of learning about urban processes, through observation and analysis of what has been done and how. Critique has been used to gain a better understanding of urban systems in their whole complexity and, in particular, of the relation between 'natural' evolution and changes induced by governance guided by dogma (IK). For those in charge of controlling development understanding spontaneous unplanned experiments is important. Reflected in clashes, they may arise from internal contradictions of the system, at borders, as well as reveal loss of effectiveness of spatial control and command in conflicts between cores and peripheries (GC).

SUMMARY OF YOUNG PLANNERS' FINDINGS

FROM PROJECTS ON THE CITY OF WROCLAW FUTURE: NEW FORM OF THE CITY

- > The outcome of the young planners' work showed that thinking at city level is more challenging than to relate to specific areas in need of change. Many of them resorted to technical tools to assist them in representing urban structure and urban change. Others sought inspiration more widely from narratives, history and current debates about urban transformation in other cities.

< They acknowledged the strong natural and structural features of Wrocław which could form a framework for its future development and valorise the natural environment as a major contributor to the city's sustainability.
- > They studied the existing city structure from the literature they were given and their own impressions they gained from the study visits, individual journeys and walks through the city. This understanding formed their basis of examining the aspirations and plans of the city and making their own proposals. There was a consensus that sprawl was detrimental to the city, a compact form was more desirable, and regeneration was the means to improve the sustainability of the city. Such an approach became already apparent in their proposals for the ring roads but was extended to the metropolitan area as a whole, with some even relating the growth dynamic of the city to its region.

< An interesting approach was to concentrate on voids at various scales, rather than the built up fabric. Some elaborated on the city in the form of a dialogue between a newcomer and a resident. Others invented Mr Wrocław and showed how he would transform into somebody younger, more modern and outgoing, increase his knowledge capacity by harnessing Wrocław's strong university tradition, reuse heritage for contemporary purposes and, from there, produce a new city brand.
- > They noted the impact of little controlled development since the transition of Poland from communism to a market economy and found that the changes in governance structure since then were not adequate to cope better with selected growth, containment issues, or paying attention to pathways, urban grain and spatial strategies at metropolitan and regional level. Housing was the most pressing sector to preserve, restructure and modernise both materially and culturally, while avoiding displacement through intense gentrification.

< The notion of void was extended to non material aspects, social isolation, collective memory or how people identify with the city and how citizens would like the gaps to be filled which included creative temporary uses. Focusing on filling voids in physical as well as cultural terms was to assist slowing down expansion and sprawl, revitalise the many layers which constitute Wrocław historically and provide a rich fabric for cosmopolitan uses.

< It was encouraging to obtain such a wide and imaginative array of solutions from a younger generation of professionals with a broad range of backgrounds who will become the key players of urban development in the future.

**GUIDO CIMADOMO**

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Guido Cimadomo graduated as an architect from the Politecnico di Milano, and established his professional practice in Seville in 2003, after working for the Spanish Aid Agency in Nicaragua and several offices. His professional work is mainly based on the construction of public equipments, and the rehabilitation of residential and cultural heritage buildings.

Guido is an associate professor at Malaga School of Architecture in the Department of Theory and Composition, sharing his time between practice and research. He published many articles and speaks at international conferences.

His research focuses on the concept of limits and the influences of borders on the peripheries, architecture and everyday life and rehabilitation of industrial buildings and complexes of the 19th century.

**GIANCARLO COTELLA**

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Giancarlo Cotella is a researcher and a teaching assistant at Politecnico di Torino, from which he graduated in architecture in 2004 and completed his PhD dissertation in Spatial Planning and Local Development. His research focuses on European Territorial Governance, in particular on the mutual influence between European Spatial Planning and spatial planning domestic contexts. During his research, he spent two years (2002-2004) at the Cracow University of Technology and shorter periods at the Polish and Hungarian Academies of Science, the Slovakian University of Technology and the North West Academy of Public Administration, establishing solid research links with a number of Central and Eastern European scholars. He participated in several international research projects, among others: ESPON FOCI, ESPON 2.3.1 Application of the, ESPON 2.3.2 Governance and LisGo: The Potentials for Regional Policy Instruments 2007-2013, to Contribute to the Lisbon and Goteborg objectives for Growth, Jobs and Sustainable Development. He taught as a guest lecturer at the Wroclaw University of Technology, where he has recently been appointed Visiting Professor, and at the University of Tartu. During his research activity, he published several contributions in scientific journals and has recently co-edited a book on the role of knowledge in policy development. Since 2007, he has been a member of the Executive Committee of the Association of European Schools of Planning.

**PETRIT DOLLANI**

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Petrit Dollani qualified in International Economic and Political Relations and Banking and Finance from Warsaw School of Economics and holds his PhD from Tirana University. His doctoral thesis focused on performance measurement in public organisations and an application of BSC method for local government. He is a lecturer at the Faculty of Economy, Tirana University. He is also an executive director of the Centre for Promotion of Development 'Prospect' dealing mainly with projects on managerial capacity building and tailor-made training for public, private and not-for-profit organisations. Since 2006 he is a director of Leadership Program at KRIIK Albania, a youth oriented NGO, supported and financed by EU, NATO, Council of Europe, Balkan Trust, OECD and others. Recently he worked as Urban Economist within City Team on the preparation for the Urban Development Plan and Regulations for the city of Kamza within the framework of the Land Administration and Management Project in Albania.

**PIETRO ELISEI**

/ DR. URBAN PLANNER, ION MINCU UNIVERSITY,
BUCHAREST, U-SPACE ROME AND BUCHAREST, ITALY
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Pietro Elisei is graduated in Environmental Engineering with specialisation in Urban and Territorial Planning (La Sapienza, Rome) and holds a doctorate in Politiche Territoriali e Progetto Locale (Università degli Studi Roma Tre).

2001-2010 he was Secretary General of Planum.net (Rome, Bologna, Milan), the European Journal of Planning Online. 2001-2008 – researcher for DipSU (Department of Urban Studies, Faculty of Architecture, Uniroma3). In 2007, he moved to Romania working as International Expert in Integrated Planning/Urban Regeneration for contracts promoted by the EU Commission and The Romanian Ministry for Housing and Regional Development. He is a member of the CORP (Vienna) scientific committee and was selected as 2007-2013 URBACT 2 EU validated expert (thematic expert) for Urban Regeneration.

Currently he is managing director of U-SPACE (Rome-Bucharest), a company providing services and consultancy in strategic planning, urban renewal/ regeneration and regional development. In Bucharest he is working as an independent researcher in Urban Policies, teacher in the Master of Urbanism at Ion Mincu University, Faculty of Architecture and Urbanism, as well as town planner (strategic plan of Baia Mare, integrated plans of Pitesti and Satu Mare). He is author of various articles and books.

Coming from studying civil engineering and applied cultural sciences and graduating at the University of Karlsruhe Dirk is currently managing director of a planning office called 'Pakora.net – Network for Towns and Regions'. Beside his office work Dr. Engelke teaches at the University of Karlsruhe. His main tasks are consulting and research in national and international projects on urban planning, regional development and land use management. Recent tasks are e.g. a research project on land use management for communities for the German Federal Ministry of Education and Research, leader of a European working group with several cities within the URBACT programme on mediation on settlement structures for the Region of Stuttgart and their bordering regional authorities. Dirk is a Vice-President of ISOCARP as well as member of other professional bodies like e.g. in Germany appointed member of the Academy for Spatial Research and Planning (Akademie für Raumforschung und Landesplanung, ARL) and German Society for Urban and Regional Planners (Vereinigung für Stadt-, Regional- und Landesplanung, SRL).



DIRK ENGELKE

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Born and educated as architect in Argentina, Teresa Franchini is currently living in Madrid, Spain. Her academic background comprises several degrees: PhD at the Madrid Polytechnic University, MSc at the University College London and two Diplomas on City and a Regional Planning. She has a long experience as lecturer in urban and regional planning at the San Pablo – CEU University in Madrid, and as a researcher she collaborates with the Spanish National Council of Scientific Research. She is author of several books and articles on urban and regional issues, and as a professional she has participated in the drafting of numerous regional, municipal and special plans. Between 2002 and 2005 she held one of the Vice-Presidencies of the International Society of City and Regional Planners (ISOCARP). Now she is a member of ISOCARP Scientific Committee.



TERESA FRANCHINI

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Richard Hammilton is graduated from Heriot-Watt University and University College Dublin. He is principal of 'Urb Town Planning', a company with a specific focus on the area of town centre management. He has a particular interest in urbanism, and the integration between the street and the built environment as the emerging new focus of urban development. He is passionate about the value of traditional town centres for business, retail and living for all our lives, and the resilient capacity of these places to adapt and prosper. He has 14 years experience in public and private sectors in Ireland.



RICHARD HAMMILTON

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Trained as an architect at the Swiss Federal Institute of Technology (ETH Zurich), Deljana Iossifova has been responsible for the design and implementation of a number of small- and large-scale projects in East Asia. She received her PhD in Social Engineering (Public Policy Design) from Tokyo Institute of Technology and was an Our Common Future (Volkswagen Foundation) and UNU-IAS PhD Fellow at the United Nations University, Institute of Advanced Studies (Sustainable Urban Futures Programme). She has lectured on globalisation, migration, and urbanisation in China and Japan, and has served as guest lecturer and visiting critic for advanced architectural design and urban planning studios at various universities in the UK. Deljana Iossifova is a Research Fellow at the School of Architecture and the Built Environment, University of Westminster, and teaches architecture and urban design at the University of Nottingham. Her main research interests include global urbanism, migration, urban coexistence, the experience of sociospatial transformation, multiple and place-related identities, and, more recently, patch dynamics theory and the cultural and social aspects of climate change adaptation and mitigation.



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Dagmar Jäger is a freelance architect, author and professor in Berlin. From 2007-2009 she taught processes of artistic transformation within a team-based visiting professorship at Berlin University of Fine Arts. In 2009 she started her visiting professorship in 'Design Methods' at Brandenburgische Technische Universität Cottbus.

Concepts for living and dwelling in cities, as well as designing these conditions are at the centre of her work and her partner Christian Pieper in their office. Design projects, texts, photography, exhibitions and works are the result of their joint efforts. Since 1992, they create, work and think together in their Berlin studio jp3. They collaborate on a project basis with various networks, such as 'Stille Post!', 'n-ails' and with different universities.

Her main focus of research concerns design theories and methods, as well as didactics, collective and artistic creative processes, and interdisciplinarity.



NIKOS KARADIMITRIOU

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Nikos Karadimitriou got a first degree in Planning and Regional Development in Greece where he also worked as a freelance planning consultant. He worked on projects like the formulation of quality of life indicators for the Urban Audit Pilot Project of DG Regio and the unification of the archaeological sites of Athens. He worked as a planner in the organising committee for the Olympic Games-ATHENS 2004. He got his Master in Town Planning at the BSP, UCL. His PhD (2006) dealt with the use of previously developed land and the adaptation of housebuilders to this new policy and land provision context. During 2003-2006 he also worked as a research officer at the University of Reading, Centre of Planning Studies. Together with Joe Doak he drew on ideas from complexity and network theory to examine how space and place are socially constructed in the case of 'sustainable brownfield regeneration' in Greater Manchester and the Thames Gateway.

Currently he is a lecturer and Director and Admissions Tutor for Diploma / MSc Urban Regeneration at Bartlett School of Planning, UCL.



IVAN KUCINA

/ MARCH, UNIVERSITY OF BELGRADE, SERBIA

Ivan Kucina is an architect graduated from the Faculty of Architecture at the University of Belgrade in 1988. Since 1997 he is a lecturer at the School of Architecture, University of Belgrade, and visiting scholar at the School of Design Strategies, Parsons The New School for Design, New York. His research focuses on the processes and phenomena of transition in architecture and urbanism within the framework of transformation. His research has focused on the informal building strategies and uncontrolled processes of urban transformation of both the social and built infrastructure of the Western Balkans, with a specific interest in understanding the evolving space-time paradigm in architectural and urban design.

Since mid-1990s, he became one of the most prominent exhibition designers in Belgrade commissioned by major cultural institutions such as the National Museum, the Serbian Academy of Arts and Sciences, the Belgrade Cultural Center, and most importantly the international annual art show of the October Art Salon in Belgrade. In 2006, he co-founded the Belgrade International Architecture Week and currently serves as its Art Director.



FEDOR KUDRYAVTSEV

/ PHD IN ARCHITECTURE, URBAN STUDIES LABORATORY OF MOSCOW INSTITUTE OF ARCHITECTURE & ARCHNOVA, MOSCOW, RUSSIA

Fedor Kudryavtsev has 17 years experience in the construction industry, architectural design and urban planning. In the course of his career he has been involved in all aspects of project design co-ordination and development, as well as research work.

In 2005 this experience became a ground for the foundation of ArchNOVA an architectural office in partnership with Adrian Salter where he acts as general director and leading architect. Besides architectural practice he has been appointed in 2005 as Head of Urban Studies Laboratory of the Moscow Institute of Architecture – aimed to develop and explore new trends and experiences in the field of urban development, planning and education.

As an associate professor of the Department of Urban Planning he teaches architecture and town planning. Besides regular work with students he has experience in organising international student workshops. The ones held in Rome and Moscow within La Sapienza-Marchi project 'Mosconstruct' focused on the renovation of architectural masterpieces of the 20s-30s avanguard architecture of the 20th century.

Graduated from University of Granada, University of Seville and University of York, Josefina López Galdeano has fourteen years of experience in design, implementation and evaluation of urban planning and strategic development policies, programmes, and projects. Her areas of expertise include strategic planning and urban regeneration, spatial planning and regional development, EU structural funds and public administration management.

She has worked for a wide variety of multilateral and bilateral programmes, both for public and private sector clients: European Commission, UK (Researcher and Project Designer, Edinburgh City Council, Paul Davis & partners and DEGW Ltd. London); Germany (Revitalisation of the inner city Carl-Zeiss Jena, DEWG Ltd); Spain (Director Metropolitan Area and Spatial Planning Department, Granada City County) and Romania (Senior Urban International Expert on integrated urban development projects and training to local authorities and Regional Development Agencies, Ministerul Dezvoltarilor Lucrarilor Publice si Locuintelor, MDLPL). She is also part the Board of Directors of U-Space Italia, researcher at the University of Granada, visiting professor at the Ion Mincu Architecture and Urbanism University, and member of ISOCARP.



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Graduated as an architect from the Gdansk University of Technology Piotr Lorens also completed post-graduate studies (as Fulbright Fellow) at Harvard University and Massachusetts Institute of Technology. He is a lecturer in urban design and development and, since 2007 Head of the Department of Urban Design and Regional Planning at his faculty. His university activities also include coordination of the research and EU Social Fund projects such as coordination of the post-graduate studies and international conferences. He is directly involved in the activities of the Society of Polish Town Planners, where he is at present holding the post of Vice President. He is a member of ISOCARP and guest lecturer at numerous universities in Europe.

He is conducting his professional career with focus on planning and management of urban regeneration projects in Poland. For many years he was involved in planning for regeneration of the Young City in Gdansk, a large-scale urban project located on the site of the former Gdańsk shipyard. His professional interests include urban planning and regeneration processes, with special attention to waterfront areas and public spaces.



PIOTR LORENS

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Stephen Lorimer is a town planner-urban designer and research student in the University College London Energy Institute, Bartlett Faculty of the Built Environment. He is currently writing his thesis on the impacts of socio-economic profiles and urban structure of neighbourhoods on the energy modelling of electricity use in residential buildings.

Formerly, he was an associate at the urban design and planning consultancy Urban Initiatives in London and Dublin. He was one of the primary authors of the Mayor of London's Housing Design Manual, He was also one of the primary authors of the London Housing Design Manual, organising existing minimum dimensions and standards for urban design and domestic architecture for the Greater London Authority. In practice, he was project manager for urban design and planning projects ranging from large scale regeneration at the Poolbeg Peninsula in Dublin, sustainability appraisals of housing proposals at the Aylesbury Estate in South London, and training of urban designers for Urban Design London.



STEPHEN LORIMER

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Julia Lourenço graduated as a Civil Engineer at the University of Porto and thereafter worked for more than 10 years at the Regional Development Agency for the North of Portugal. In 1989, she took a postgraduate course at the Social Studies Institute in The Hague and in 1997 she was awarded a PhD at the Instituto Superior Técnico in Lisbon. She has been involved in several international research projects in Portugal and abroad in the last ten years. Julia's research interests focus on territorial planning, spatial plan assessment, sustainable urban mobility, tourism planning, and climate change and energy issues.



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Stefan Netsch is a town planner and urban designer graduated from University of Applied Sciences Koblenz and University of Applied Sciences Stuttgart. He got his professional experience in the Netherlands and Germany working both for the private and public sector having a professional record in consultancy, design and process of sustainable urban planning and design projects and the redevelopment of urban areas. He is involved in international training of young professionals running urban workshops and task forces. He is an author of several publications. Currently he works for SAB Advies Groep Amsterdam, a multidisciplinary office active in the fields of spatial planning, urban planning, landscape architecture and the environment and teaches at the University of Applied Sciences Rotterdam holding a position of Docent in urban planning and design. His research interests focus on sustainability as well as on the methodology of analysis and design. He is a member of professional bodies including Architektenkammer Baden-Württemberg and German Society for Urban and Regional Planners (SRL Vereinigung für Stadt-, Regional- und Landesplanung) and ISOCARP.

**TOMASZ OSSOWICZ**

/ PROF. IN ARCHITECTURE AND PLANNING, FACULTY OF ARCHITECTURE, WROCLAW UNIVERSITY OF TECHNOLOGY, WROCLAW DEVELOPMENT OFFICE, CITY URBAN DESIGNER OF WROCLAW, WROCLAW, POLAND

Tomasz Ossowicz is an urban designer and architect. He obtained a PhD in 1976 and postdoctoral degree in 2004 and is professor at the Faculty of Architecture in Wrocław University of Technology. He specialises in many fields of planning, among others computer models for transportation and allocation of activities, strategic planning, urban design, theory of urban plan implementation. He is strongly connected with the scientific school of prof. Tadeusz Zijsper. One of the founders of studies in planning in Poland, he is Director of Wrocław Development Office since 1998 responsible for municipal spatial and strategic planning (one of the biggest in Poland). His office has elaborated over 350 approved local plans for Wrocław and a large number of various concepts for new spatial arrangements. He is Chief Designer of the Wrocław Structure Plans approved in 2006 and 2010, and co-author of former plans, as well as a member of the Supreme Commission on Architecture and Urban Planning for Ministry of Infrastructure.

**JUDITH RYSER**

/ ARCH.DIPL. EPF-L/SIA, MSC(HONS) UCL, MCIOJ, CITYSCOPE EUROPE, LONDON, UK

Qualified as an architect and urbanist with an MSc in social sciences, Judith Ryser is dedicating her cosmopolitan professional life to the built environment, its sustainability and its contribution to the knowledge society. Her research activities in Paris, Berlin, Stockholm, Geneva (United Nations), Madrid and London in public sector posts, private practice and universities focused on cities and development strategies with emphasis on Europe. Based in London, she researches, edits and writes books and articles, produces reports for international organisations and works with community groups. She speaks at international professional conferences and carries out consultancies. She was vice-President of ISOCARP for which she led an Urban Advisory Planning Team, served on the editorial board and an award jury, wrote and edited many books and articles, and is joint editor of the International Manual of Planning Practice. She is a member of the Chartered Institute of Journalists serving on the International Committee, a member of the Urban Design Group and its editorial board, and Editor and member of the International Advisory Council of the Fundacion Metropoli with which she engages in projects and is writing and editing books on their work. She runs an official blog on Open Cities for the British Council and www.urbanthinker.com.

**FEDERICO SALMERÓN ESCOBAR**

/ ARCH., COORDINADOR DE LA RED DE CIUDADES SOSTENIBLES DE LA EMPRESA PÚBLICA DE SUELO DE ANDALUCÍA CONSEJERÍA DE VIVIENDA Y ORDENACIÓN DEL TERRITORIO, JUNTA DE ANDALUCÍA, SEVILLE, SPAIN

Graduated from the Madrid School of Architecture, Federico Salmerón Escobar is Director of Rehabilitation and Coordinator of the Sustainable Cities Network (La Ciudad Viva), Department of Planning, Public Works and Housing Regional Ministry of Andalusia.

He is a specialist in rehabilitation representing in regeneration processes public bodies: the Spanish Ministry of Culture, Ministry of Public Works and Transport, National Research Council, Ministry of Culture, Diputación Provincial de Granada, City Council of Granada, Motril. He is also a recognised expert in heritage planning, including Granada's Centre Area Conservation Plan, San Matías Conservation Area Plan (Granada) and many others. He has been involved in the urban design of public spaces, parks and squares, urban development planning schemes as well as many architectural designs. He has been also a consultant for private sector. He is an author of numerous publications. He is the Secretary of the Order of Architects (Chamber of Architects) of Granada, advisor of the Granada City Council's and

As a fully qualified architect in the UK and member of ARB and RIBA, Ulysses Sengupta holds a B.Arch Hons, Dip.Arch, and RIBA Part 3 from the Mackintosh School of Architecture, Glasgow. He is Director of Softgrid Ltd., a London based architecture, urbanism, and design practice with sister companies in Amsterdam and Shanghai. He has been a visiting lecturer and critic at various universities (Architectural Association – London, Hannover, Dundee), and has worked on some of the largest regeneration and master planning schemes in the UK over the last five years, with clients from both the private and public sectors. While practicing architecture and urban design, he is currently the head of under- and postgraduate architecture & urbanism design studios at the University of Nottingham and at the University of East London (2009-2010). He is involved in developing investigative urban techniques in rapidly changing urban contexts (recently Istanbul, Izmir, and Jingdezhen) and digital/parametric methods of design at various urban scales.



ULYSSES SENGUPTA

/ B.Arch HONS, DIP.ARCH, UNIVERSITY OF NOTTINGHAM, NOTTINGHAM & SOFTGRID LTD., LONDON, UK

Didier Vancutsem is an international consultant in urban and regional planning, landscape planning, infrastructure and environmental management based in Munich. Educated as Landscape Architect, MSc City and Regional Planner, he is Professor of Urban Landscape and Urban Planning at the Higher Institute of Town Planning Brussels and at the University of Brussels Faculty of Architecture, lecturer at the University of Applied Sciences Munich-Weihenstephan and at the University of Lille – Master Eurostudies. He is lead expert in the European URBACT II Program, involved in different European activities and projects, and a member of national and international associations.



DIDIER VANCUTSEM

/ MA IN LANDSCAPE ARCHITECTURE, UNIVERSITÉ LIBRE DE BRUXELLES, BELGIUM, UNIVERSITÉ DE LILLE 2, LILLE, FRANCE, UNIVERSITY OF APPLIED SCIENCES MUNICH-WEIHENSTEPHAN & VANCUTSEM STADTPLANER LANDSCHAFTSARCHITEKTEN, MUNICH, GERMANY

Michael Vout studied at Leeds Metropolitan University where he obtained an Undergraduate Degree and Post Graduate Diploma in Landscape Architecture. He later studied at the University of the West of England where he obtained a Diploma in Urban Design and a Masters in Urban Design and was awarded the RTP1 South West Branch Urban Design Prize for best performance. He has worked in both the public and private sectors in the UK as both a landscape architect and an urban designer. He currently works as both an urban designer and landscape architect for Telford & Wrekin Council. He also lectures in urban design and landscape design in both the UK and Poland and is an advisor on national guidance regarding sustainable drainage. He has been awarded a series of awards from the Royal Horticultural Society for Show Gardens including a silver award at the internationally acclaimed Chelsea Flower Show.



MICHAEL VOUT

/ BA. DIP LA. DIP UD. MAUD. MLI. MRTPI, VICE-CHAIR OF THE WEST MIDLANDS RTP1 URBAN FORUM, TELFORD AND WRECKLIN COUNCIL, UK.

Wawrzyniec Zipser graduated from the Wrocław Technical University in 1999. In 2004 he was awarded a PhD in spatial planning discussing patterns of location of large retail centres. Since then he has been involved in academic activities and design projects at the Wrocław University of Technology.



WAWRZYNIEC ZIPSER

/ MSc AND PHD IN SPATIAL PLANNING, WROCLAW UNIVERSITY OF TECHNOLOGY, FACULTY OF ARCHITECTURE, WROCLAW, POLAND

**EUROPEAN
URBAN
SUMMER
SCHOOL
DETAILED
PROGRAM**

10TH FRIDAY

**12.00
WELCOME**

12.30-13.30

**QUICK PRESENTATION OF SUMMER SCHOOL
FORMAT AND EVEN QUICKER PRESENTATION
OF THE CITY.**

KRZYSZTOF MULARCZYK

**STATE OF THE WORLD'S CITIES REPORT
FROM GLOBAL PERSPECTIVE...UN HABITAT**

**13.30-14.30
LUNCH BREAK**

14.30-16.30

**GROUP FORMATION
MAP THIS CITY - INTEGRATING GAME
FIRST PART OF SUMMER SCHOOL**

PIETRO EUSEI

EU URBAN TOOLS AND URBAN REGENERATION

**17.00-17.15
COFFEE**

17.15-18.00

UNIVERSITY TO RENOMA

EXTENSION

Qualified in architecture (MArch) from Wrocław University of Technology Izabela Mironowicz obtained a post-graduate diploma in urban design and spatial planning. Her PhD thesis (2000) discussing spatial patterns of business services was awarded the prize of the Minister of Urban and Regional Development of the Republic of Poland. She is associate professor at the Faculty of Architecture, Wrocław University of Technology and Director for Studies in Planning at her faculty. Her research interests focus on urban development and urban transformations. She is also international expert in planning education.

She is a practicing urban planner and designer as well as an expert consultant for both the public and private sectors. She is Vice President of the Society of Polish Town Planners Lower Silesia and member of the national board of the society. She is a member of the Commission on Architecture and Town Planning in Wrocław, an advisory body on urban matters for the Mayor of Wrocław. She is a member of the European Urban Research Association and the CORP (Vienna) scientific committee. In 2010-2011 she worked as Vice-Secretary General of the Association of European Schools of Planning (AESOP) and 2011-2015 she is Secretary General of the Association.



IZABELA MIRONOWICZ

/ MARCH, PHD IN ARCHITECTURE AND URBAN DESIGN, DIPL. IN URBAN PLANNING, ASSOCIATION OF EUROPEAN SCHOOL OF PLANNING, WROCLAW UNIVERSITY OF TECHNOLOGY, FACULTY OF ARCHITECTURE, WROCLAW, POLAND

Krzysztof Mularczyk holds a Bachelor of Arts degree from Leeds University and a Master of Science degree of the London School of Economics. He has a PhD degree in political sciences from London University. During his university days he has worked briefly as a legislative assistant in the US Congress, Parliamentary researcher in the British Parliament (1983-1985) and as Communications Officer for the Committee of Directors of Polytechnics (1985-1987) before going onto post-graduate research and teaching at London University (1987-1989).

He has gained considerable experience of working in international development for a variety of public sector bodies, NGOs and also private sector consultancies. He has worked as a senior consultant for the EU advising the government of the Republic of Macedonia on implementation of decentralisation and on regional development in Romania and Bulgaria and as Director of the Warsaw Office of a communications firm specialising in work with public sector and international development agencies. In 1998-2008 he has been Executive Director and later Chairman of the Board of a rural development foundation in Poland (FDPA).

In his time in the UK and Poland he was elected as a local government councillor (representative) in Britain for a London Borough (1986-1990) and in Poland for the Regional Assembly in Warsaw (Mazowsze Region).



KRZYSZTOF MULARCZYK

/ PHD IN POLITICAL SCIENCES, HEAD OF UN HABITAT WARSAW OFFICE, WARSAW, POLAND

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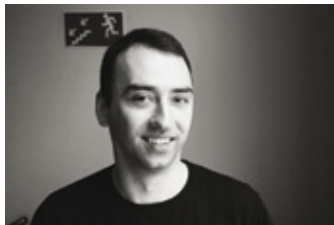


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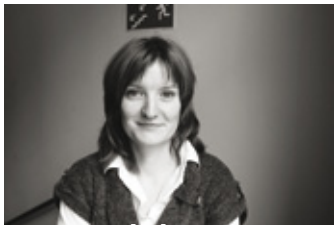
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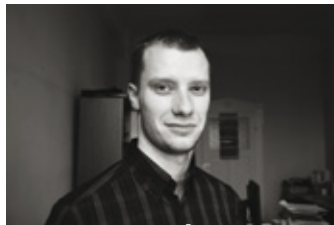
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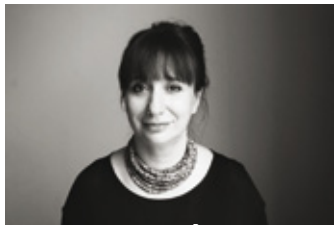
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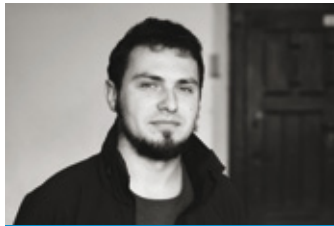
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PEER REVIEW:
PROF. DAVID C. PROSPERI, FLORIDA ATLANTIC UNIVERISTY

YOUNG PLANNERS FROM WROCLAW DEVELOPMENT OFFICE

TOMASZ OSSOWICZ**DREAMS AND REALITY: QUICK REVIEW OF IDEAS. CASE STUDY OF WROCLAW**

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TERESA FRANCHINI**MADRID HISTORIC CENTRE. MUNICIPAL STRATEGIES TOWARDS REHABILITATION.**

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MICHAEL VOUT**IS HERITAGE REALLY IMPORTANT? IS HISTORY REALLY IMPORTANT?**

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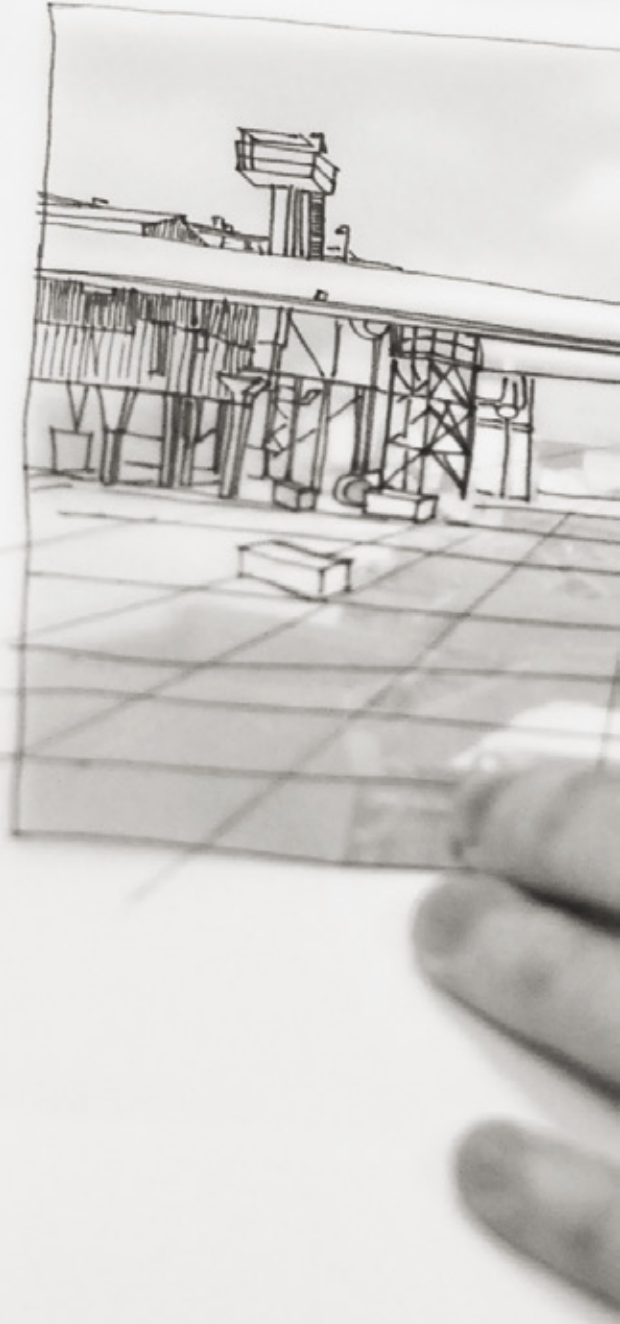
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EUSS 2010 CONCLUSIONS...

- The European Urban Summer School was a kaleidoscope of people – mainly European – backgrounds, cultural references, knowledge base, expectations and personal attitudes. Not surprisingly, this could not produce a single understanding of socio-urban processes in European cities, but it highlighted some common grounds, namely the need for sustainable development, which means compact cities instead of urban sprawl, regeneration of existing assets including heritage, and need for cooperation as well as competition in the European urban realm.
- Visiting tutors and young planners benefited from this rich exchange with hopefully positive repercussions on the local hosts, the university and the city of Wrocław. There is a clear message that such cosmopolitan undertakings are generating ideas and learning from each other has practical benefits.
- Combining the different standpoints of those who brought along experiments and interpretations of urban processes in their respective cities, knowledge of Wrocław made available locally, and the outcome produced by young urban planners in a very short time was an enriching experience for all. No doubt, the event raised more questions than it answered, and was unable to reach practical conclusions or consensus, least of all on the city itself, its development trends, and what the future holds for it, depending on how its own unique dynamic will interact with planned interventions. Many views were voiced, some predictions ventured. It may be a case of revisiting the city in a decade and comparing reality with the many futures that were imagined during this enjoyable process of cooperation and exchange.

...AND BEYOND

- There are many summer schools and summer courses across Europe – why was this one so special or simply different?
- There are a few reasons.
- The idea of European Urban Summer School had come from the UN Habitat – The United Nations Human Settlements Programme. It focused on a 'better urban future' and very soon engaged the Association of European Schools of Planning (AESOP) which is promoting excellence in planning education and research. These two main partners have very strong motivations to transfer knowledge to practice with the aim to increase quality of life. This term 'quality of life' includes many different values – personal health and welfare, safe environment, cultural identity, mobility, good education. ... It may seem that Europe has already achieved relatively high quality of life, but still there are many gaps to bridge, many threats to avoid. This is why urban planners should observe reality carefully and be ready to intervene with all their creativity and knowledge. They have to be also ready to transfer their knowledge and experience to the places where they are urgently needed. In this sense UN Habitat and AESOP do not promote any particular place or scientific school, they promote a better understanding and how to get there rather than a solution. This is why questions – as so often in history – are more important than answers.
- The summer school was focused on the European dimension. Europe with its cultural identity and shared values has become an example of synergy which may be produced by joint performance. Yes, there were a lot of troubles and there will be many difficulties ahead, but the idea to build a common trans-continental space with no borders, giving many opportunities to citizens, is so great that it is worth the effort. The summer school explored its topic from a European perspective, presenting a variety of perceptions, discussing different points of view, proposing a multiplicity of solutions. It reflected a true European soul, rich and

heterogenous but cooperative and friendly. Cross-continental understanding is a value of its own. Even this book has a European dimension. It has been edited between Poland and the UK, between Wrocław and London, but this is only a part of its exciting history. It has been written, read, checked, discussed all over Europe. Both EUSS 2010 and this book have links with all other continents – our review comes from an American professor of planning, our tutors and participants are based in Europe but also strongly connected to Argentina and Brazil, China, Japan, Iran and India, Australia and Kenya where HQ of UN Habitat is located. Yet, this book reflects our European soul. It is a matter of choice.

The outcome of EUSS 2010 is not only this book. Many trans-European professional links, research projects and friendly cooperation have been established. Many ideas and debates have been initiated and they will bring their fruits in the future. Many questions have been raised. One of them is for us especially important – it is the question about the relationship between cores and peripheries. This topic relates to the physical space at every level – urban, regional, national, European but it also refers to values and political decisions. Last year UN Habitat presented its annual report discussing the topic 'Cities for All: Bridging the Urban Divide'. We have to reconsider this contradiction and study its consequences. It is not an accident that the last paper in this book is about borderlands. ... The most dangerous of them are in our minds, not in space. This is why we have to continue.

There are several points indicating the geographic centre of Europe. Their location depends on the definition of Europe. But in any case two of them are located in Poland. In spatial terms the European Urban Summer School took place in the 'core' of Europe. Is it also true about other dimensions? Maybe we have to study the topic of centres and peripheries somewhere on the outskirts of Europe to get a better idea about the 'core' of better European urban future? We hope to see you there soon.

URBAN CHANGE. THE PROSPECT OF TRANSFORMATION

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EUSS2010, IT IS EVIDENT FROM THE COLLECTED SCHOLARLY PAPERS AND THE THOUGHTFUL AND IMAGINATIVE WORK OF THE YOUNG PLANNERS, IS A MILESTONE IN THE IMPROVEMENT OF EUROPEAN PLANNING THOUGHT AND PRACTICE. MERGING THE PAST, PRESENT, AND FUTURE WITHIN AN OVERALL SUSTAINABILITY FRAMEWORK CONCEIVED AT MULTIPLE SCALES AND ACROSS MULTIPLE FUNCTIONS, THE WORK OF THE YOUNG PLANNERS AT THE SITE, DISTRICT, AND CITY LEVEL IS A LANDMARK OF ACHIEVEMENT.

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