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# Book of Abstracts





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## Track 1 - Planning Theory

### Track Chairs:

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The future planning of European cities will differ from that of the past. The purpose of the track is to explore the significance to planning theory of the broad technological, social and institutional trends that will make future European urban planning differ from today's practice. Adequate practice dealing with the challenges of aging populations, increased mobility and cross-border migration, ongoing ICT revolution, climate change, and the continuing European Union integration and institution building are among the trends likely to call for new theory. And new theory – new ways of looking at multiculturalism, cosmopolitan identities, global economic fairness, the freedom/surveillance nexus, just to mention a few of many influential phenomena – might in turn generate new planning practice.

How can experience from the history of urban planning be translated into concepts and tools for dealing with the future challenges? Can planning theory combine retrospective and prospective perspectives in ways that are meaningful to planning practitioners in – perhaps post neo liberal – European cities? Can we visualise a planning theory that has more to say about the substance of public planning in future cities without discarding the procedural insights resulting from the communicative turn in planning theory?

### ***A Parable for Planning? Beach Football in Another Place***

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Reference: 8  
Track 01: Planning theory

In this parable for spatial planning I play football with one hundred naked iron men on a beach. Inspired by Gilles Deleuze and Michel Foucault, I develop a cartographic methodology as a new analytical frame with greater insight for spatial planning practice. Working with Foucauldian genealogy and Deleuzian pragmatics facilitates not only exploration of the force relations of power, knowledge and subjectivation, but also of the variable roles which the elements of an assemblage may play and the processes in which they become involved. The methodology incorporates two key elements: tracing and mapping; respectively retrospective and prospective. Tracing investigates how something came to be. Given increasing emphasis on culture led urban regeneration, such as art in the public realm, I apply the methodology to the empirical case of Antony Gormley's installation, *Another Place*, on Crosby beach, near Liverpool. I investigate how the iron men became configured by the state in a metaphorical game of beach football between those who desired *Another Place* to remain and those who opposed it. Mapping requires putting the tracing on a generative map. What the iron men can do and how a decision process can write itself depends on how the men's potential is activated. I conclude that Deleuzian-inspired cartography offers an innovative approach to spatial planning.

## ***Intertwining Decision- and Design-Oriented Planning***

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**Track 01:** Planning theory

The domains of the Wageningen spatial planning program are traditionally the land-use and environmental planning issues in rural areas and the urban-rural interactions. The last decade, these domains are facing the growing complexity of the metropolitan landscapes in the Netherlands, Western Europe and many other parts of the world. Planners have to deal with a wide range of often conflicting objectives at different spatial and temporal scales, have to handle large amounts of information of various types and qualities, and need to synthesize feasible alternatives in a communicative setting with a range of stakeholders. The challenge is to find a balance between the increasing pressure on the rural area for economical and urban development and the need to preserve farmland and natural resources. The growing complexity of the metropolitan landscape cannot be properly addressed with local participative planning only. It also requires a spatial planning framework for formulating and evaluating more long-term, holistic future perspectives. As a response, recent years show a renewed interest in long-term thinking and a strong revival of strategic and regional spatial planning.

During the last decade the spatial planning program at the Wageningen University progressively increased its focus at intertwining two (seemingly) contrasting planning philosophies: a design-oriented and a decision-oriented view of planning. It aims to gradually teach, practice and intertwine methods and techniques from the design- and decision-oriented views of planning, and tries to find a balance between procedural, substantive and communicative knowledge and skills, necessary to deal with the increased complexity of spatial planning for the metropolitan landscape.

This contribution aims to describe the characteristics, strengths and weaknesses of design- and decision-oriented planning, and the revenues of intertwining both approaches for dealing with the complexity of metropolitan landscapes, with some examples and results from strategic spatial planning courses. It reveals some distinct characteristics regarding the context and planning for metropolitan landscapes, which also reflect some requirements and preconditions for supporting tools. The combination of decision- and design-oriented planning shows especially relevant, as it may silence complaints about the negligence of creativity and substance in the decision-oriented view of planning on the one hand, and bridge the gap between scenarios and actual decision-making in the design-oriented view of planning on the other hand. However, experiences from the spatial planning courses also show that linking the results from both approaches is a difficult step. This is usually related to the differences in the object of planning, the timeframe and sometimes also the spatial scale of long-term visions and short-term actions. The results also show that both views have many common characteristics and interchangeable elements; and the weaknesses of the one are generally the strengths of the other, backing the assumption that decision- and design-oriented planning are complementary indeed.

## ***The city as open space. Urbanistic formation and the planning of Lisbon (1856-2008)***

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**Track 01:** Planning theory

Over the last decades, processes that have been difficult to understand and control, and which open space has had to withstand faced with the diversity of what is built, have characterized the urban development of western metropolises. Therefore, the key premise of current research is that open space, once its functional and morphological coherences have been guaranteed, may constitute the main argument justifying the formation and planning of urban space. From a methodological viewpoint, morpho-typologies have been recognized, and types believed to be expressive have been identified: rustic matrices, characteristic open spaces, infrastructural lines, specific uses, urban fabrics and potential uses.

Using the original cartography that has been produced and interpreted and which is one of the key findings of the present work, important stages of development of the city of Lisbon (1937, 1949, 1971, and 1994) have been identified. The main urban structuring lines resulting from the confrontation between the diversity of urban fabrics and the transformation of a rustic-based belt, which, in itself, has also been object of extremely interesting considerations from an urban planning perspective, have also been highlighted.

The present article aims to make a contribution towards the understanding of the urbanistic formation of the city of Lisbon, and to pinpoint the noticeable links between its morphological evolution and the main urban models used in the planning process.

## ***How to Embrace Transit and Alienate Scooter?***

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Track 01: Planning theory

Taiwan earns her reputation as a scooter-addicted nation simply because she owns more than 11 millions motorbikes by a population of 23 millions. As oil prices soaring and global-warming effects increasing, many countries are now devoted to engage in sustainable alternatives for economic development, especially in transportation department which contributes a large proportion of energy consumption. Among these alternatives, transit-oriented development (TOD) has been used as an effective strategy to create compact and sustainable cities. And Taiwan is no exception. Inspired by the success of Mass Rapid Transit (MRT) System in Taipei, Kaohsiung launched its MRT project in 2002 and completed her two-line system in September 2008. So far, the operators of MRT are very disappointed by the fact that the percentage of commuters by public transit slightly increases from 5% to 8.8%. On the other hand, the percentage by scooter remains as nearly as 50% in Kaohsiung. Why is scooter so popular? Because it is not only much cheaper, easier to park, and swifter in jammed traffic, it is also perfect to be used in most Taiwan cities and towns under the scooter-friendly urban settings and climates. For instance, by comparing Taipei with Kaohsiung, we learned that residents of Kaohsiung earn less but also pay relatively lower costs in housing and living expenses than those who live in Taipei. As a result, they could afford to live closer to CBD and spend much less time in daily commuting than their counterparts. All in all, scooter beats all the competitors not only for its mobility and accessibility; it is in fact cheaper than any other modes of transport. Despite all the advantages, scooter is a dangerous mode of transport because it has much higher accident rates and contributes to the majority of collision-related injuries and casualties. But it seems that Taiwanese are willing to take the risks. On the other hand, planners often prefer transit over scooter because of efficiency and sustainability. Nevertheless, scooter does not seem to fit in with the concept of TOD due to constant conflicts with pedestrians and bicycles resulting from its mobility. Now the crucial questions for planners are: how to embrace transit and alienate scooter? Is it cost-effective to provide reliable but expensive public transit system to promote TOD? What are the incentives and strategies to promote TOD for the rest of Taiwan other than Taipei? And most importantly, could Kaohsiung MRT sustain and survive from the attack of scooters? To answer these questions, we first seek for successful TOD stories in cities with low transit usage. Next, by applying multivariate analysis methods to cluster metropolitan areas with various commuting behavior, land use density, and socio-economic characters, we would identify key factors of success regarding TOD strategies under various urban patterns. Finally, by modeling commuting behavior in Kaohsiung, we would propose feasible TOD strategies and assess the effectiveness of these actions.

## ***Style-substance, structure-agency: A critical discourse analysis of strategic planning documents for Perth, Western Australia (1955-2004)***

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Track 01: Planning theory

In this paper we use a form of critical discourse analysis (CDA) to interrogate changing concerns and rationalities governing planning in Western Australia since the Second World War. Our data are the five major strategic planning documents for the Perth metropolitan area, covering a period from 1955 to 2004. Drawing on the theoretical framework of systemic functional grammar, we compare these documents in terms of four key textual features: representation of substance, representation of agency, generic structure, and presentation. These comparisons help to cast light on some significant shifts in the institutional, political and ideological role of planning in Western Australia, reflecting concurrent trends in international planning theory. As such, this paper serves two additional purposes: to indicate thematic foci for the analysis of current practice; and to highlight the value of CDA as both an investigatory and a pedagogical approach for planning.

## ***Poets and Planners***

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Track 01: Planning theory

**'Planner as poet: poet as planner – Thomas Sharp and Vladimir Mayakovski'**

This paper links two key 20th Century figures: Thomas Sharp and Vladimir Mayakovski – one both major figures in their fields and discusses the lessons that they both – in very different ways offer for a poet view of planning. Mayakovski is one of the key figures in post 1917 Russian literature and Thomas Sharp (a President of the Town Planning Institute) laid the foundations of much current urban design. But both had 'other' concerns – Mayakovski believed his poems were work in building the new Soviet state and Sharp wanted to be remembered for his poems. The paper will explore the idea of town planning as an art and add a substantive dimension to work which so far has been exploratory and take a new approach to both the subjects of my research project – Sharp is seen usually as a planner rather than a poet and Mayakovski as a poet rather than a one engaged with development – though both of them claimed these alternative readings.

A preliminary exploration of the literary aspects of their work has been presented as part of the MA in Creative and Transactional Writing at Brunel, but this development will draw further on the substantial archives of their papers and material – for Sharp in Newcastle University library (recently catalogued) and for Mayakovski in the State Literary Institute and the State Museum of V.V. Mayakovski in Moscow. This will access material that has been neglected in the more conventional treatments of these two key figures.

Work in this cross disciplinary area is unusual: 'planning' is usually linked to social and environmental areas, urban design to architectural and spatial design. Though 'all planners do is talk' their language, and others language about their work, is rarely researched and it is this paper will also discuss the wider area of 'Town Planning as an Art'.

## ***Creating Spaces of Trust: The Challenge of Future Planning Theory in Western Cities with Large Immigrant Communities***

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Track 01: Planning theory

A large number of European cities have recently witnessed an increase in conflict and unrest among immigrant populations in general and Muslim immigrant communities in particular. Despite an important growing literature on contested cities, planning scholarship is still in need of a theoretical framework for analyzing how such conflicts impact the everyday life practices of different urban communities, and how planning helps shape relations between urban heterogeneous communities. This paper suggests a new theoretical framework - space of trust / spaces of risk - that facilitates the analysis of complex relationships and conflicts between heterogeneous urban communities, as well as the role of planning policy in fueling or, alternatively, diffusing such conflict. A space of trust is a socio-spatial setting in which substantial relationships of trust among people exist, and in which people feel sheltered and safe from external and perceived risks. A space of risk is a lived space with low levels of trust among urban groups, in which people feel defenseless against terrorism, urban clashes, and discriminatory policies and where they feel socially, politically, environmentally, culturally, or economically vulnerable. Spaces of risk are a product of the contradiction between the conceived space of decision makers and professionals on the one hand, and the appropriated or lived spaces that local residents yearn for, imagine, experience, and prefer on the other hand. This paper suggests that planning policies have the power to foster, reshape, and create both spaces of risk and, spaces of trust in cities. In particular, it suggests that planning theory should not skirt the sensitive issue of conflict between immigrant and host communities in Western cities. Instead, it should recognize as one of its foremost contemporary challenges the development of planning frameworks that reduce spaces of risk, as perceived by immigrant and host communities in post neo-liberal Western cities, and increase inter-communal spaces of trust.

## ***Planning, Policy and the Public Interest: Planning regimes and planners' ethics and practices***

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A review of concepts of the public interest (PI) suggests a criterion for substantive plan evaluation, which identifies the PI with area residents' and users' welfare, absent compelling public policy considerations to the contrary. This criterion is usually appropriate for relatively simple plans and homogenous populations; for more complex subjects a consensual PI demands dialogical political processes (Alexander, 2002). Here I show its utility for more complex subjects: evaluating planning practices under different political and planning regimes, in the case of the occupied West Bank/Palestine from 1918 to the present.

The case study focuses on the planning regimes under the British Mandate and the Israeli Civil Administration, detailing their institutional structures, describing plan development and implementation, and analysing the application and enforcement of regulatory planning and development control. The account reveals the interaction between planning regimes with their espoused and enacted political and planning policies, and involved planning institutions and practitioners, legal norms, professional ethics and prevailing practices (Birnbaum, 2008).

Applying the PI criterion to evaluate these two regimes shows striking differences. The British colonial regime conformed to this norm for planning in the public interest. Its well-intentioned planners applied prevailing (if culturally inappropriate) British best practices for the welfare of the Palestinian population. The Israeli occupation, institutionalised in the Civil Administration's planning regime, also followed this criterion, but the qualifier of 'compelling public policy considerations' overrides the area population's welfare. This policy maximises Israeli control over the land to advance Israeli national interests and its settlement enterprise. The paper concludes with reflections on the relation between political and planning regimes and consequent dilemmas in professional ethics and practices.

## ***The Dutch layer approach in spatial planning and design – turn-of-the-century or a fundamental development?***

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The layer approach using 'substratum', 'networks' and 'occupation' as its layers was introduced in Dutch spatial planning practice in the 1990s and during the 2000s it had been formalized as a planning concept in national, provincial and local planning documents.

Although there has been continuous reference to this layer approach in both professional discourse and academic publications over the last decade, most work only touches lightly - and assumes a lot - on its origins, on the divergence of interpretations of the approach in practice and on the degree to which the approach provides an instrument for sustainable urban planning. This has resulted in many different accounts of the origins, implications and instrumentality of the layer approach. Moreover, in studies where the layer approach is being studied it is rather the particular case than the planning concept itself that is being studied.

So, hardly any study unravels the diversity of concepts underlying the layer approach. If they do, it is often in a value-laden discussion either supporting or devastatingly destroying the layer approach as a relevant planning concept. However, the arguments for this discussion often remain meagre and blind for the diversity of possible interpretations. In these studies the layer approach is often regarded as a planning concept resting in a singular planning discourse. In this paper we argue the opposite, i.e. that the layer approach is grounded in a plurality of discourses. And we argue that it is necessary to acknowledge this diverse background to overcome the current criticisms on the approach.

In this paper, we aim first at making explicit the diverse nature of planning concepts and models behind the layer approach. In addition, we aim at enriching the often simplified perception of the layer approach in three ways. Firstly, by giving a comprehensive overview of the perceived instrumentality of the layer approach as expressed in policy documents. Secondly, by tracing the emergence of the planning concept back to a range of different theoretical foundations rather than focusing on a linear development of the concept from a single origin. Thirdly, by checking the policy agendas in which the layer approach is being used against the three main sustainability criteria relating to 'people', 'planet' and 'profit'.

The paper concludes with a synthesis of the conclusions from these three angles into a view on possible ways to go forward with the layer approach, leaving behind its weakest elements and taking along its strongest characteristics.

## ***Reflecting on the knowledge skills needed for planning for diversity and equality***

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Track 01: Planning theory

If the future was more like the past, the profession of planning and the discipline would be exclusively male; minority ethnic and religious groups would continue to be discriminated against by planning systems; urban areas would continue to be designed without any consideration for those with physical impairments. This paper critically examines the need for and approaches to developing knowledge based skills and competencies in difference and diversity for planning in the 21st century. Based on a reflective practice approach, the paper focuses in particular on the development of competence in cross cultural communication. Drawing on over 15 years of personal experience in planning education in the United Kingdom and New Zealand; consultancy work with local authorities in the UK, review of literature and extensive discussions with practitioners. The paper concludes by positioning cross cultural communication within planning education and outlines key areas for future research and development.

## ***Skills, professional accountability and organisations in urban policy and planning***

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Track 01: Planning theory

This presentation seeks to emphasise the importance of bottom-up and middle-range interpretations of social practice to public administration and in particular to urban planning. These are interpretations that allow the possibility for individuals and small groups making a difference in the pursuit of their work, but within an often unpredictable and partly negotiable pattern of constraints. They are not theories that look to resolve grand theoretical tensions between action and structure. They are based, instead, on theories of organisation, administration and bureaucracy.

Bottom-up and middle range interpretations are important for two main reasons

First: structural theories in planning generally focus on economic factors, on the logical of capitalism as the driving force for change. However, another theoretical tradition, commonly called Weberian in classical sociology, after the sociologist Max Weber, looks to the emergence of bureaucracy, especially public bureaucracy, alongside capitalism as a vehicle for modernisation. Bureaucracy is administrative power, based on hierarchical flows of information, the sub-division of administrative tasks and the appointment of officers on grounds of merit, rather than patronage.

In classical sociology, bureaucracy was seen to promote modernisation through enabling dispassionate, rational decision-making. This view of bureaucracy as rational also influenced Mannheim who saw central social planning as a type of super bureaucracy. Studies of the state in developing countries and in Eastern Europe have re-emphasised the role of bureaucracy in mobilising resources and modernisation. In contrast, in economically advanced countries, the role of bureaucracy either tends to be taken for granted or the role is conceived in negative terms, as a constraint on professional discretion and the possibilities for participation.

Bureaucracy is not what it once was, however. Diversity, uncertainty and the emergence of more flexible, global forms of economic production mean that public administration must itself adapt to change. Classical forms of bureaucracy have become supplemented and to a limited degree replaced by other newer forms of 'neo-bureaucratic' and 'postbureaucratic' organisation that involve new and additional forms of professional accountability.

Secondly, organisation influences the type of workplace skill, necessary to discharge professional responsibilities. Professional skills have been widely discussed over the past five years. Typically they have been discussed in relatively abstract, functional terms as a list of what is and what is not necessary to achieve 'sustainable communities' or whatever else is the policy fashion. Sometimes skills have been discussed with an explicit rejection of the desirability or need for theoretical reflection. Another approach and the one taken here is that questions of skills have to be related to the styles and form of public sector work.

The presentation draws on an Anglo-French research project that has sought to assess the skills and organisation involved in neighbourhood regeneration.

## ***Making space for justice: some thoughts***

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Track 01: Planning theory

The paper takes as its starting point that planning is concerned with making judgements about better and worse in relation to the distribution of spatial opportunities (broadly defined and including social, economic, political and environmental dimensions). In common with most areas of public policy the nature of these judgements is heavily contested and there is no satisfactory formula through which better and worse can be calculated. Consequently, planning involves making ethical judgements and, in turn, societies are concerned that the resulting decisions are just (Campbell, 2006). But what does justice mean in the contemporary world of diversity, where local, regional, national and global interests interact (and may conflict) and where there is concern over the accessibility of social, political, environmental as well as economic opportunities. How far should our practical and conceptual concern extend beyond due process to matters of substance and outcome? Does engagement with the concept of justice inevitably end up in the realms of utopianism and idealism and hence, it may be argued, is pointless?

Given this context the question underlying this paper is: how far can (or should) public policy encourage the creation of more equitable and just environments and what does this mean? The discussion is framed around a case study of a reasonably ordinary retail development in the south-west of England. The purpose of the case study is to provide a point of reference and grounding for discussion of more normative theoretical concerns.

## ***Legitimation of communicative planning***

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Track 01: Planning theory

The paper discusses three characteristics of communicative planning which help legitimize that mode of planning. Planning is a technology that systematizes knowledge in preparation of collective action and marshals the power required for implementation. The paper takes a closer look at one characteristic for each of the elements in the knowledge-power-action nexus. Focus is on the Condorcet jury theorem, paternalism, and deliberative democracy, respectively.

Even deliberative democrats worry that citizen ignorance and disinterest in political matters might mess up the governing potential of public dialogue. The Condorcet jury theorem (which currently receives much attention in social choice theory) gives reason for optimism. The theorem states that majorities are more likely than any single individual to select the better of two alternatives when there is uncertainty about which of the two best serves the purpose. More accurately, the Condorcet jury theorem says that if each individual is somewhat more likely than not to make the better choice between some pair of alternatives, and each individual has the same probability of being correct in this choice, then (with each voter voting independently) the probability of the group majority being correct increases as the number of individuals increases, towards a limiting value of 1. The jury theorem has been extended in several directions and offers a strong argument for democratic practices such as communicative planning. Furthermore, there are procedures embedded in that style of planning which in turn strengthen the argument further.

Paternalism can be defined as the interference of a state or an individual with another person, against his or her will, and justified by a claim that the person interfered with will be better off or protected from harm. Exertion of power in the form of paternalism raises the question of what is the trade-off between regard for the welfare of others and respect for their right to make their own decisions. Paternalistic interference is premised on the conviction that people are not – or not always – the best judge of their own interests. This conviction is a challenge to communicative planning in particular, as it questions the ability of local citizens to reach rational consensus. It is a basic purpose of communicative planners to promote the autonomy and empowerment of local citizens in planning matters. It is assumed in communicative planning that in the course of dialogue on the issue at hand, people come to know what is in their own best interest. Planners might still disagree with local citizens on what should be done, but the communicative planner should not implement actions that overrule another's preferences with the main intention of making the recalcitrant participant better off. The primary motive must always be better living conditions for consenting persons.

Deliberation is a process of careful and informed reflection on facts and opinions, generally leading to a judgement on the matter at hand. Deliberative democracy means that the affairs of an association are governed by the public deliberation of its members. Communicative planning aims for extensive deliberation through inclusive dialogue

and thus supports deliberative democracy where the association is a municipality or another political-administrative unit responsible for public planning. By forming communicative planning as an integral part of deliberative democracy, effective legitimacy of planned collective action can be achieved. Public deliberation is vital because the planning decisions imposed by governments demand justification to those burdened by the plans, and justification must appeal to evidence and argument acceptable to the citizens. Deliberative democracy is an ideal of popular sovereignty, according to which legitimacy is ultimately assessed in terms of the judgements of those that are governed and have access to the public deliberations. As political decisions are characteristically imposed on all, it seems reasonable to seek, as an essential condition for legitimacy, the deliberation of all or, more precisely, the right of all to participate in deliberation. A legitimate decision does not represent the will of all, but results from the deliberation of all. If participation is not inclusive, and if the representative system is less than perfect, suspicion will linger that the conclusions from deliberation serve particularistic interests.

Legitimation is often closely linked to the concept of the public interest, and scholars' attitudes to this concept are in turn dependent on whether they take a conflict or harmony view of society. These themes are therefore briefly dealt with in the paper.

### ***Ob-La-Di, Ob-La-Da – How to put meaning to our words***

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Track 01: Planning theory

This paper aims at making a contribution to a more efficient and productive communication about planning at future AESOP congresses as well as in science and practice. The basic assumption is that the mere vocalisation or writing of letters (semantic signs) – for instance 'p-l-a-n-n-i-n-g' – isn't quite enough to create a mutual understanding of a topic. Instead we must sufficiently define our key concepts (terms) if we seriously want to exchange our ideas and thoughts. Unfortunately, we often fail to do so. In this paper we discuss reasons for this and how to make it better. The paper is based upon three core theses:

#### Thesis 1

As a cognitive process planning doesn't deal with real objects but with mental representations of the outside world. This includes concepts which require a semiotic interpretation to gain a well defined meaning.

#### Thesis 2

Our communication about planning at AESOP congresses (just as in science and practice) often fails because we deal with ambiguous concepts that lack a sufficient semiotic interpretation; but obviously we can't expect to share the same meaning of concepts if we miss that interpretation and hence the meaning.

#### Thesis 3

Our communication about planning at AESOP congresses and in general can be improved if we consider some guidelines when using concepts.

In our paper we discuss some theoretically-founded tools which help to clearly define our key concepts, for example by assigning attributes in an adequate way (semiotic interpretation). We also discuss some typical faults which often handicap clear definitions of concepts and present a set of guidelines which helps to avoid these mistakes.

The paper shows that concepts determine our view of the world as well as our actions (and reverse) and that thinking about concepts is not to be considered as a needless 'academic game'.

### ***The phenomenon of urbanization in Greece, in the light of the 'New Economic Geography' paradigm.***

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Track 01: Planning theory

This paper will examine the phenomenon of urbanization in the light of the 'New Economic Geography' (NEG) paradigm. Looking at the way urbanization developed in Greece, it will attempt to assess NEG's explanatory potential. The key aspects of the Greek urbanization process will be presented and contrasted to the equivalent experience in Western Europe.

Impacting factors in the Greek case, such as E.U. regional policy, the accession to the E.U. of Balkan states adjacent to Greece and the modernization of infrastructures, will be incorporated in the NEG's perspective in an attempt to map out some possible trends regarding the future of urbanization in the country.

## ***Strategic planning and short-term decision-making: the formulation of a problem – And the theories surrounding it***

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Track 01: Planning theory

Transforming industrial areas into function-integrated urban areas is a common process in Sweden today, often as part of a strategy of "building the city inwards". Ingredients in this process are, for example changed conditions for industry that free valuable centrally located sites, the idea of the sustainable compact city, and a changed view of how different functions of society shall work together. Regarding the use of these areas, the future seems rather different from the past.

Development and transformation of existing built structures however requires planning. But, according to the Swedish National Board of Housing, Building and Planning (Boverket, 2008), the planning performed in 'reality' does not correspond to the planning legislation's assumption that detailed development plans (the planning instrument that regulates land-use and design of the physical environment within a restricted area) are based on valid strategic comprehensive plans. Too many comprehensive plans are old and out of date. And regardless of its topicality, the comprehensive plan is often neglected in the detailed development planning.

This paper is presented within the frame of the ongoing research project Strategic Planning and Short-term Decision-making, a doctoral project still in its initial state. Case studies of transforming industrial areas are performed with the intention to evaluate whether a gap between strategic planning and important land-use decisions could constitute a threat to the sustainable urban development. In the strive of meeting new development through rapid decisions, there is an obvious risk that decisions taken are not in accordance with the planned or desired development. Could instead a strong connection between comprehensive planning and detailed development planning strengthen the attractiveness of the municipality, as gains can be made in terms of sustainability: economical, environmental, and social? This question will be further addressed in this paper.

## ***Assessing the incidence of planning in the urban growth***

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Track 01: Planning theory

Granada Metropolitan Area (GMA) is located in the south-east of the Iberian Peninsula (Spain). Until the 1970s, population, services, and activities were all concentrated in the city of Granada, while the basic economic activity on the towns around Granada was mainly agriculture. However, since the late 1970s and the early 1980s, the area of study began to suffer significant urban transformations that have lasted until the present. These transformations were originated by an intense growth, specifically through four urban growth patterns, such as aggregated, linear, junction and sparse assessment patterns, which have been detected in this research.

In this context, a methodological process has been designed to assess the incidence of planning over the metropolization process and patterns. So, the methodology defines six capability levels, such as regulation, coordination, orientation, innovation, adaptation and governance capability. In relation to that, one spatial plan and seven town plans in the GMA are assessed through the capabilities previously defined.

## ***Building trust in planning: understanding the contested legitimacy of a planning decision***

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Track 01: Planning theory

The trust held in governments has become an increasingly-discussed issue not only in popular discourse but also in academic analysis of politics and institutions. Despite this, it has not been the subject of sustained analysis in planning (Swain and Tait, 2007). Some discussion of the concept of trust has occurred in relation to participatory and deliberative practices in planning (Kumar and Paddison, 2000, Yang, 2006), but the governmental contexts in which trust may be situated have not been fully explored. This paper seeks to address the issue of trust as it occurs in the decision-making spaces of local government. It does so through an examination of a proposal to develop an inner-city site into housing and the decision-making processes through which this was dealt. Drawing on long-term participant observation, interviews with key actors and documents produced by planners and others, the paper traces the means by which trust was built and destroyed not only between individuals but also within the institutional contexts in which their decisions were framed. It draws on a four stage typology of trust to initially define the versions of trust which are held within these contexts. Further examination of the case allows a detailed analysis of the processes and mechanisms by which trust is built through indicators of reliability, competency, openness and concern (Mishra, 1996). Findings reveal that trust is built and destroyed not only through interpersonal relations between actors, but also through institutional considerations which allow for trust to be held in abstract systems (such as planning) and in the values of such a system. The role of professionals (including planners) in negotiating between individual relationships and institutional contexts is crucial to understanding how trust is built in the planning system. This has broader implications for understanding the contested legitimacy of planning professionals and the planning system more widely.

## ***Replacing the false dichotomy of 'instrumental vs communicative planning' with a triple, combinatorial paradigm.***

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Track 01: Planning theory

Much of the discourse in planning theory and planning education in recent years has addressed the 'communicative turn' away from a mechanistic, instrumental approach to planning as a quasi-science. But there is a huge gap in this way of looking at planning: it doesn't go into the 'black box' of how innovative planning comes into being. Creativity and innovation in planning involve a fundamentally different epistemology than either the technical or the communicative approaches. Planning practice that is innovative must involve a third, experiential approach with a firm foundation in tacit knowledge, non-verbal intuition, and reflective practice. Thus, a combination of instrumental, communicative, and experiential paradigms is necessary for the conduct and evolution of planning. The challenge then becomes how to combine three basically contradictory paradigms in a real planning situation. The keys are process competency and what the author calls process choreography: an approach that requires planning one's own planning efforts. Seeing planning processes as fractals is an essential element in this type of competency development. This represents a new approach that combines strengths of several theoretical discourses into a new whole. The author discusses how this combinatorial approach can give new insights into both descriptive and normative discourses on planning.

## ***Discipline and punish: a Foucauldian perspective on the enforcement of planning controls***

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Track 01: Planning theory

This paper addresses the literature on the enforcement of planning controls and explores such controls using a Foucauldian perspective. Academic literature on the enforcement of planning controls has tended to focus on ensuring a more effective system of control, with emphasis on issues of improved detection of contraventions of planning regulations and often from the perspective of bodies responsible for administering the enforcement machinery. Significantly less attention has been focused upon addressing enforcement of planning regulations as an instrument of regulatory control from more critical perspectives. Drawing an interpretation of Foucault within the planning theory literature, the paper assesses a variety of elements of enforcement of breaches of planning control, ranging from disciplinary mechanisms, punitive measures, surveillance and monitoring, through to public reporting of breaches.

## ***Place as threshold space***

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Track 01: Planning theory

Places can be regarded as particular socio-spatial arrangements where physical forms entwine with social patterns, public regulations with networks of affections, technical representations with life stories and daily practices.

Places can be historically stratified and provided with specific bodily features (visual, tactile, olfactory); but they can be (con)temporary and virtual as well. They foster cognitive and psychic performances, essential to the development of subjectivities, but are not to be considered – in a stereotyped mode – as pre-political entities whose identity is 'given' once and for all.

Rather, they are usually forged by both repressive institutional forces and agonistic social relations, as they work as contingent arrangements of power, institutional and individual at the same time, material and imaginary. Therefore they are contested and fluid as they're constantly re-arranged by different cultural frames, social issues and interests. In this perspective, they can be regarded as dynamic socio-spatial arrangements where asymmetrical relations of normalizing and insurgent power entwine and clash.

The main question this paper would try to address is: what happens when such a concept of 'place' – as inferred from a wide frame of reference (geography, anthropology, etc..) – is imported in the spatial planning and governance fields? The approach here proposed and discussed to address this key-question is that, as a concept, place works as a 'threshold space', a porous and dynamic border where different planning conceptions confront and eventually clash. This position – as it will be argued – can be quite radical, a source of aporias and theoretical dilemmas.

In this frame, a place-oriented governance emerges as a major challenge for planners, public officials and other stakeholders dealing with different time-space dimensions and connectivities, but also with sometimes radically different conceptions of planning, society and urban development.

On the methodological side, the paper will present some examples of place-making daily practices taken from Naples, discussed within a major frame of urban policies carried out from the 90's on, aiming at focusing in a practical perspective how governance practices are challenged and can be questioned and developed when assuming a place-oriented spatial planning approach.

## ***Grow, but Shrink! How Rapidly Growing Megacities in the South Can Reduce Their Carbon Footprint: A Case Study From India***

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Track 01: Planning theory

Almost 80% of global greenhouse gas emissions are generated in urban areas, where about 50% of the world population live (Energie-Cités, 2008). While many (post-) industrialized countries experience a saturation state with regard to urbanization processes, or even see cities shrink (Rienits, 2004), cities in the developing world are growing rapidly. Although this growth and expansion process is by no means confined to mega-cities, the latter offer a particular challenge to both urban management and planning but also a great opportunity for climate policy and mitigation.

The spatial focus of investigation is the rapidly growing, emerging mega-city of Hyderabad (Andhra Pradesh) in central South India. The results of an ongoing case study are presented, where climate change projections for an intermediate global emission scenario (A1B) show a high agreement in the increase of annual mean temperature of about 4°C (less around July and somewhat more around January), the significant increase of the frequency of heat waves, and the significant increase in average rainfall intensity (perpetuating the observed trend of the last 100 years in the Hyderabad region).

The city is home to about 6.8 million inhabitants, with an annual population growth rate of 17.18% between 1991 and 2001 (CENSUS 2001). A substantial part of the growth in population is caused by migration from the surrounding rural areas or from other regions in India that did not experience such rapid economic development like Hyderabad in the last years. After reforms in the early 1990s, India's economy as a whole has been growing constantly, both in industrial and in services sectors. Since then, Hyderabad, following suite to the well-known case of Bangalore, has emerged as a major location for the IT branch. This resulted in a rapid growth of the Indian middle class, a building boom at the urban fringes by way of abandoning former agricultural areas due to increasing property prices as well as the simultaneous change of consumer preferences and rapidly growing traffic. These developments have added to Hyderabad's overall carbon footprint. At the same time, over half the population of Hyderabad is poor and more than 1.2 million Hyderabadis live in slums (Smith et al., 2007) under partly devastating sanitary conditions. These people face energy poverty, but even the better off citizens are struggling with power shortages and inefficiencies of any kind.

In this context the reduction of the city's carbon footprint is a challenging task and ethically disputable. However, if current growth patterns are continuing emerging countries like India will hold a substantial part of the global CO<sub>2</sub> emissions, mainly caused by both, rapid economic as well as population growth, implying a tremendous increase in carbon intensive life-styles. It is therefore a great opportunity to investigate how this growth of the new urban middle class can be decoupled from carbon emissions. Climate change mitigation policies have taken momentum on the national level in India. The Government has launched a National Climate Action Plan in 2008, and both, the Government of Andhra Pradesh and authorities in Hyderabad have decided to take action in order to limit the growth of GHG emissions. What is not clear is how these national efforts are reflected or complemented on the local to regional levels of government.

The paper will give a comprehensive overview of the private obstacles and institutional barriers to plan for climate change mitigation. By way of a discourse analysis as reflected in the local and regional media and stakeholder interviews with urban planning and development agents, three issues will be investigated: (1) how is climate change perceived among different social classes and different professionals in the city (awareness), (2) is climate change mitigation reflected in urban policy and planning documents, (3) what are the reasons, if not yet so, and (4), what can be done to increase the representation of planning instruments for climate change mitigation in a context of urban development in India.

The paper will further analyse the socio-economic and cultural structures that have lead to India's recent dynamic, economic evolution to draw conclusions for a more successful implementation of climate change mitigation policies and planning instruments. Structures need interpretation in order to become relevant for (local) action, as well as social action adds interpretative elements to the structures it helps to reproduce. Interpretations offer windows of opportunity to initiate social (and technological) change. In the case of Hyderabad, we identify arenas and actors of such changes, which we will, in a later stage of the research, implement as socio-technical experiments. Socio-technical experiments combine technological innovation (and diffusion) processes with changes in social organisation and interaction, supported by targeted planning processes.

## ***Planning cities for all?***

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Track 01: Planning theory

In the 1920s, Robert Moses, the powerful city planning director of New York, intentionally built physical barriers to limit access for most people. When the Jones Beach State Park on Long Island was opened in 1929, this was a great event for many people. But not for all. Some underpasses on the main roads were made so low that public busses could not pass, which meant that this new park was not accessible to the large and dense population of the Bronx and Queens.

Since then, much has changed in the way we look at the possibilities for and rights of all people to have access to all parts of cities. We now have a much sharper focus on how persons with different kinds of impairment, such as wheelchair users and persons with visual impairment, can manage to get around and take part in public life.

Since the later 1900s there has been a crucial change in the way we look at persons with a disability. We are moving from an individual, client and medical approach to an approach based on the civil rights of everyone to take part in public life in an equal way.

In 1990, in Washington DC, the ambitious legislation called the Americans with Disabilities Act, now commonly known as the ADA, was passed into law by Congress. This was a historic moment for all the disabled, indeed many feel that the passing of the ADA into law was not only a historic event in the USA but globally as well. Another important document in this connection is the UN Standard Rules on the Equalization of Opportunities for Persons with Disabilities, from 1993. Since 1990 many countries have passed specific anti-discrimination laws, among them Australia, Canada, England, Sweden and from, January 1 2009, also Norway.

There are many terms used for this issue. In the US the concepts 'barrier-free', 'accessibility' and 'universal design' are used. In the UK, 'inclusive design' is the most common term. The EU seems to prefer the concept of design for all.

Universal design is a relatively new paradigm that emerged from 'barrier-free' or 'accessible design'. Barrier-free design and assistive technology provide a level of accessibility for people with disabilities, but they also often result in separate and stigmatizing solutions, for example, a ramp that leads to a different entry to a building than a main stairway. Universal design strives to be a broad-spectrum solution that helps everyone, not just people with disabilities.

The paper will present and discuss different strategies and solutions to remove and reduce a number of physical barriers which prevent persons with a disability from using the cities, both as local inhabitants and also as visitors.

Examples based on the authors studied that will be presented are from San Francisco, Berkeley, Boston and Washington DC in the US, and Barcelona, London, Berlin, Stockholm and Oslo in Europe.

Solutions in the US after 1990 are very much influenced by the ADA and the ADA guidelines. In Europe, for the case of Barcelona, for example, the approach was more a general goal to build a city for all, without this being guided that much by specific legislation.

To respond to themes of the track the paper will, of course, comments on Place making for all, Place Identity for all, how to manage cities for all through design of physical form, And also see if we can learn the past. How did the functionalist heroes from the 1920s and 30s think of planning for all?

## ***Planning and the 'cultural turn'***

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Track 01: Planning theory

This contribution aims at exploring the culture and knowledge discourse as related to planning, territorial strategies and strategic approach to planning goals. It proposes a reflection on the manifold meanings of culture, and its new relationship with planning, its meaning and role in this ICT, knowledge economy age.

Knowledge and culture are considered as a 'fundamental part of the social and territorial capital of European countries: they are becoming key issues in planning so as in public policies at all levels; also, they are often the mainstream of territorial strategies and, together with sustainability, the new keywords in addressing development.

Furthermore, these experiences have to be framed within the EU competitiveness discourse, which emerges at all levels (competitiveness of cities and regions among Europe, among each Member State, also among different cities and territories within one same Region).

So, we start considering the culture-knowledge topic in its twofold meaning: that deriving from EU policies ('knowledge society', 'knowledge economy', the Lisbon Agenda and the more recent development of these topics); and that of 'cultural landscapes' discourse.

We wonder if and how the 'culture and knowledge turn', which is considered a fundamental change of contemporary economy and society, is 'testing' planning, also in its most innovative practices.

More precisely, there is a wide recourse to strategic approaches and strategic planning to face these topics, while

more recently 'cultural governance' has been introduced as a tool to reach planning objectives. These approaches will be discussed here in their meaning and role.

This contribution stemmed from a reflection on some recent experiences of planning (mainly strategic) – which provoke some basic questions, such as:

**Do we really need such a strategic efforts to obtain Cultural Capitals and Cultural Landscapes everywhere?**

**How can we speak about urban and territorial 'strategies' when most of the goals (a turn toward post-industrial economies) are known and rather defined? • Do we need a strategic approach if we already know what we need and what we want to do?**

**What are we really pursuing while going toward these cultural objectives?**

After re-framing these knowledge and culture issue from a constructive point of view, while getting rid of their rhetoric content, we will discuss two divergent interpretations of the topic, related to two opposite interpretations of the present economic and developmental condition (as a new phase of capitalistic society, or as something new). This will lead to a second set of questions, related to the manifold meaning and role of knowledge and culture within planning practices, which are:

**What do we consider as knowledge and culture now? Which role do they actually play in contemporary society?**

**Is there a sense in these strategic efforts, and in what does it consist?**

**What is the relationship between knowledge and culture and planning nowadays? Are they able to positively influence each other, and how?**

Conclusions will show how planning practices are increasingly helpful in strengthening the space-society nexus, through their behaviour and action generating culture (or re-generating culture). This is the 'cultural turn' of planning which can be of major interest, in its potential to become a guidance for planning theory.

It is important to notice that this result can be reached as an explicit objective, but also as a by-product.

### ***Planning Theories and Planning Models: Innovations and continuities in the relations North-South or Can the future be different from the past?***

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Track 01: Planning theory

The globalization process does not affect only the social, economic, political and cultural relations that constitute, ultimately, the field and object of urban and regional studies and territorial planning. Neither is this process limited to redefining scales, places and regions, or reframing the very meaning of urban and of territory in general. The globalization processes strikes the very heart of the processes of constitution and legitimization of paradigms – theoretical-conceptual, technical-operational – that guide researches in the field of urban and regional studies as well as the practices of territorial planning.

It is not new. Large boulevards and French gardens evoke in Latin American cities the fingerprint of tropical Haussmanns and European urban designers. After World War II, the new missionaries of the World Bank and USAID came to introduce in Latin America the experience of the Tennessee Valley Authority. In the 1960s and 1970s, French consultants advised us how to develop growth poles, while the World Bank funded middle cities development in such different realities as El Salvador and Brazil.

But, never before we faced such omnipresence of bi-national cooperation and multilateral agencies, as well as international consultants in the framing of urban and regional issues and agenda, theoretical approaches and practices.

On one hand, various agencies and foundations foster research in certain thematic areas; on the other hand, cooperation agencies – multilateral or not – support and induce the adoption of institutional practices and formats that express specific conceptions and aims in urban planning.

Let's associate to these facts the growing communication facilities among scholars and research centers, national and foreign, the circulation of technical boards between the national institutional apparatus and multilateral development agencies (World Bank, IDB, UNDP, UN-Habitat, etc); what we have here are the defining elements of the context within which, nowadays, mostly scholars and planners/managers working on territorial issues and planning conceive and carry out their research and/or intervention projects in the South.

Conceived in economic, political and cultural universes quite distinct, dominant concepts and conceptions, as well as the related intervention models, are not, *ça va de soi*, neutral: they establish certain representations of our social (and territorial) reality and problems, and project a remedy that, ultimately, constitutes a single prescription for quite different realities, that World Bank's terminology intends to unify under categories such as South, under-developed, developing, emergent or late-industrialized countries... or whatever evokes, without naming, their subordinate position and the miserable condition of the majority of their populations.

Also in the field of critical thinking on urban and regional planning we face the uneven development of theory, of theoretical and conceptual frameworks. Are these adequate tools to address the urban and regional issues in the South? Are these adequate to improve urban justice and reinvent territorial justice?

The conceptual issue is: are universal the theories and models build under singular contexts? If yes, in what measure are they? Could the traditional model of theoretical production and diffusion be challenged and replaced in the future? How? What the role of research and researchers in the South and in the North?

## **Mapping ecological value of urban green spaces**

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Track 01: Planning theory

Despite the concept of biotope having been introduced more than three decades ago (Lachmund, 2004), an approach that assists in quantifying habitat complexity in a spatially complete way is insufficient in urban areas (Young and Jarvis, 2001). A city, which is lacking in sufficient biological data, particularly vegetation record, might fail to efficiently map a citywide biotope to assist the consequences of planning decisions. Although new techniques, such as satellite imagery and automatic object-oriented computer programme facilitate the process of interpreting land cover in relation to vegetation types before detailed field survey (eg. Buck et al, 2001; Freeman and Buck, 2003; Mathieu and Aryal, 2005; Freeman, 2005), the transcription of a city-wide satellite image into different vegetation zones is still labour intensive and time consuming. In order to identify habitats for further conservation planning in urban areas, a simple and rapid method enabling the mapping of city-wide biotope is required.

To this end, ecological value index (EVI) with sampling strategy is developed in this research. In the review of conservation planning in urban green structure, physical features of green spaces and the movement characteristics of wildlife are found as two significant factors affecting the ecological value of green spaces. Ecological value exists, while the physical structure of green spaces echoes to the demand of wildlife. So far there has been a general agreement that a green structure with greater heterogeneity would sustain higher biodiversity, because it provides more habitats for wildlife (Flores et al, 1998). Therefore, analysing the diversity of a green structure, the quality of it contributing to ecological value can be revealed to an extent.

In this vein, the tool of EVI, proposed in this research, is designed to assess the diversity among and within the space. Ecological value is analysed respectively by external factors and internal factors of the physical features of green spaces. External factors determining the diversity among green spaces are evaluated by landscape composition and landscape structure; while internal factors determining the diversity within a green space are evaluated by vegetation composition and vegetation structures. The assessing process of EVI comprises two phases – phase one is paper-based evaluation, which utilises primary feature analysis with visual information, such as satellite imagery and land use map; and phase two is field-based evaluation, which requires further field investigation and survey. In phase one, the quality of green spaces can be quickly visualised and identified in a large, diverse area within a short period of time. Significant green spaces are then selected for further site investigation and assessment in phase two. Accordingly, the ecological value of urban green spaces can be identified in a simple, rapid while comprehensive way.

## **Sustainable Development Policies for Minor Deprived Urban communities**

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Track 01: Planning theory

COST Action C27 – Sustainable Development Policies for Minor Deprived Urban Communities. This action wants to explore, assess and improve the different policy actions open to small, deprived urban communities geared to sustainable development. The fall of the iron curtain has opened a new chapter in European history. New economic, cultural and political opportunities and prospects have appeared especially in border regions. It is possible to take up again what was once historically held in common. New life has been brought to the recently dead strip of land between the Czech Republic and Austria and, thanks to the new political conditions the region is once again located in the centre of Central Europe. However, many negative aspects that started in the past are continuing and, in some areas, have even become more significant. This is true for example of the environment and of the changes in the socio-demographic character of the population. Other negative aspects have appeared only recently and are becoming a danger - e.g. high unemployment. On the Austrian side of the border distrust of foreigners is growing amongst certain social groups mainly because of their concern about employment opportunities. Production is being transferred from there to locations with cheaper labour that is to former socialist countries or to Asia. The population of the area, as well as leaders in local and national government, are confronted with facts they have no experience of - new opportunities and new dangers are appearing. This is why a regional plan going beyond national frontiers including both the Czech Republic and Austria has been worked out. It is expected to help deal with major problems concerning the region's development. Its objective is to support permanently sustainable development of the region and prevent uncontrollable growth that might bring more problems than benefits. As the project involves a border area in which still different laws, decrees and procedures are applicable, great demands are made on co-ordination and co-operation. For this reason the plan has been conceived as a research project 'A Regional Plan Going Beyond Borders for Southern Moravia and Lower Austria'. A whole series of institutes took part in the project.

## ***Power/knowledge in Urban Development***

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Track 01: Planning theory

Bent Flyvbjerg's books *Rationality and Power* and *Making Social Science Matter* argued for the usefulness of Michel Foucault's conception of power, in contradistinction to the Habermasian tradition. However, Flyvbjerg did not actually use Foucault's key concept of power/knowledge, thus leaving the analysis only half-way. In this paper, the relevance of Foucault's concept to planning theory is discussed further, and it is also compared to the corresponding conceptual framework of Pierre Bourdieu. In particular, the spatiality in these theories of power is discussed, and this perspective of interpretation is used to analyse power relations in planning in Finland. The empirical material is drawn from an ongoing project *Power/knowledge in Urban Development*, which is part of the research program *Power in Finland*, funded by the Academy of Finland.

## ***At the limits of communicative planning: The design dimension of planning as a challenge to the theory of communicative planning***

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Track 01: Planning theory

My paper investigates the communicative turn of planning, the focus being especially on the design dimension of planning. It is commonly held today that the issues of urban design and physical planning have gained a novel position of centrality within urban development. Despite of this, the contemporary theorists of communicative planning have so far had very little to say about the design dimension of planning and its relations to communicative planning. My paper argues that the design dimension of planning ought not to be – and cannot be – externalized from the theory and practice of communicative planning. However, my claim is that the design dimension of planning poses notable challenges for the theory of communicative planning. For instance, whereas the theorists of communicative planning put the emphasis on the procedural aspects of planning, the design dimension of planning – as many design theorists have argued – tends to be judged by the quality of the results rather than by the process. And more importantly, it is highly unclear whether the synthesizing processes of design can – even in principle – be opened to such rational and argumentative forms of communication that the theorists of communicative planning tend to highlight. Hence, my paper argues that it is not only people who communicate, but designs communicate as well. Urban design can thus be a part of consensus building within urban planning.

## ***Towards a theory of planning in contemporary India: a discussion***

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Track 01: Planning theory

A rapidly rising population, sustained economic growth of over 8% per annum and an emerging service sector economy poses new challenges to town planners in India. This is in addition to the extensive backlog of interventions demanded of planners: to engage with the problems of poverty and inadequate provision of basic services for large sections of the Indian population. History is witness to similar experiences of poverty and inequality caused by waves of industrialisation that swept much of Europe and North America in the late eighteenth century. At that time, 'technocratic rationalism' was predominantly seen as the basis for planning intervention, as an instrument of collective action for the 'public good', and in response to the shortcomings of the market (Moore 1978; Klosterman 1996).

However, with changes to socio-political contexts in which planning practice was being operationalised, many scholars have captured shifts or 'turns' in planning theory over the many decades. For instance, drawing on a framework of ethical principles, Campbell and Marshall (1999) show the existence of different theoretical positions in addition to 'technocratic rationalism' that have underpinned planning interventions in North America and continental Europe. This reflects an important relationship between 'planning theory' and 'planning practice' although as Hall (2002) notes that many a time, 'theory' and 'practice' do not talk to one another. However, more importantly, there is the availability of planning literature from which town planners in the field can 're-examine and modify their role and purpose in a rapidly changing world'.

While the debates in planning literature in industrialized societies are centred on developing an interface between 'planning theory' and 'planning practice, the issue in the Indian context is far more elementary and greatly under-researched. This paper takes a step in this direction by setting out a terrain through which further work can be carried out to develop a 'theory of planning' that is of relevance to the Indian context. Firstly, the current state of planning activity in India is discussed followed by an examination of the key challenges facing planning in India. Then the problems of adopting a 'this' or 'that' approach is discussed. The paper concludes by presenting a conceptual framework that could be used as a basis for developing a body of planning knowledge that is relevant to the Indian context

### ***Linking knowledge to action: a mechanism to link expert knowledge to strategic processes***

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Track 01: Planning theory

For communicative strategic planning processes to be successful there needs to be attention for the link between professional types of knowledge and the knowledge that is available in communication. With only communication or only professional knowledge it seems impossible to achieve a high strategic capacity. Most recent academic planning contributions that report on this importance end with a similar statement. However, it stays unclear how such a link between different knowledge types can be achieved. This paper sets out to explore insights in the field of knowledge management and to use them to develop a mechanism that supports the linking of different types of knowledge in strategic planning processes. These guidelines are illustrated through three cases of strategy making in the Netherlands. The paper closes with a discussion about the mechanism and its implications for strategic planning practice.

### ***Poly-Centric Philosophy of Science and Contemporary Urban Planning (after 1960s)***

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Track 01: Planning theory

This paper is based on a relationship between poly-centric philosophy of science and contemporary urban planning. It is resolved that there is a multi-nuclei differentiation in the formation of philosophy of science system and urban change approaches from 20th century. The main criteria outlining that differentiation is based on the hypothesis of contemporary planning theory is a spatial response of planning approaches in the framework of paradigm shifts. Consequently, it is aimed to emphasize contemporary challenges based on multi-paradigmatic structure of planning theory and practice after 1960s. Therefore, this paper's objective is twofold; (1) to emphasize the meaning of paradigm shifts in terms of development in planning theory, and (2) to debate contemporary approaches and strategies in urban regeneration process and practice. Accordingly, the interaction between philosophy of science and planning theory will be evaluated and contemporary approaches on urban change will be explained. Scope of the paper is built upon that perspective. Firstly, varied differentiation between planning theory and practice deriving from paradigm shifts in the philosophy of science from 1960s to nowadays will be emphasized. Then, differentiated urban regeneration approaches in content and context on the issue of urban change will be explained. Conclusively, it is targeted to release a debate on spatial response of a relationship between philosophy of science and planning in the framework of paradigm shifts and contemporary neo-liberal challenges both in World and Turkey.

## ***Planning systems as 'institutional technologies': a proposal of conceptualisation***

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Track 01: Planning theory

Urban and regional planning is a complex of techniques and processes historically addressed to allow land use regulation and the design and implementation of territorial policies in modern states. This is therefore exerted according to national planning legislative systems, on their turn based on established constitutional rights.

Since land use regulation and territorial policies relate to complex (and often vital) decisions requiring some vertical and horizontal coordination, planning systems are used to assign statutory and not statutory powers to public authorities at various levels (local, sub-regional, regional, national). So, planning responds certainly to a 'special' government function, with clear consequences on its technical nature too. This indeed does not concern a sector knowledge (planning is integrative towards various sector policies) and, coping with varieties of policies, it is constantly challenged by necessary relations with social behaviours and with mutual learning practices.

As also showed by various comparative studies, planning systems are so featured by respective similarities and differences, as well as by some evolutionary capacity. Based on these assumptions, the proposed paper is addressed to a tentative clarification of what planning systems are 'in nature' and how they use to absolve their social function. Particularly, the paper propose to consider that planning systems should be considered 'technologies' and, as such, dealing with 'a species' usage and knowledge of tools and crafts' and affecting 'a species' ability to control and adapt to its environment' (definitions by Wikipedia).

However, since planning systems operate within established institutional frameworks and processes, they are different from other and more usual technologies. The concept of 'institutional technology' will be therefore adopted and discussed in order to illustrate the specificity of planning systems in their overall functioning (diachronic perspective), as well as in their capacity to evolve and to produce innovation (synchronic perspective).

On the one hand, such theoretical perspective may suggest how planning cultures and social behaviours relate to planning systems in respective institutional contexts, according to reciprocal but indirect and non-linear influence games. On the other, it may pave the path to a discussion on possible criteria and/or indicators for measuring the performance degree of planning systems.

## Track 2 - European Territorial Cooperation and Cohesion Policy

### Track Chairs:

Simon Davoudi  
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Cohesion policy is a moving target, and attempts to achieve 'territorial cohesion', amongst others through European territorial cooperation, are part of this dynamic. With the publication of the Territorial Agenda by the ministers of the member states in 2007 and the Fourth Cohesion Report and the Green Paper on Territorial Cohesion by the Commission in 2008, a turning point has been reached. There is now substantial agreement between the interested parties about territorial cohesion forming an integral part of cohesion policy and about this being a task shared under 'multi-level governance'. However, will this be sufficient at a time when cohesion policy as such is in the dock, when there is discussion about 'renationalising' regional policy? What will its role be, if at all, in a revised Lisbon Strategy and under the Financial Framework post-2013, and will territorial cohesion be part of any new equation? These questions are now under active consideration, and academic researchers should pay attention.

Attempting to answer such questions, it will be useful also, especially in the framework of an AESDP congress devoted to exploring the question 'Why can't the future be more like the past?' to look back at the history of cohesion policy and of attempts to factor territory into the equation. What attempts have there been to improve Europe's territorial organisation in the past? What lessons do these experiences hold? Does the past of territorial cohesion policy - under whatever name - augur well for its future?

### ***Territorial cohesion and sub-state territories in the UK – interpreting a new addition to the lexicon of European spatial planning***

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Track 02: European territorial co-operation and cohesion policy

In October 2008, the European Commission published its 'Green Paper on Territorial Cohesion' marking the latest step in a debate on European territorial development issues that dates back to the late 1980s when European Community member states started to reflect collectively on spatial development issues in Europe. Such reflections ultimately led to the agreement of the European Spatial Development Perspective (ESDP) in 1999. Despite its non-binding status, and its differential impact across Europe's diverse territories, this document was a contributory factor in the revival of strategic spatial planning and thinking in many European countries and regions. In the decade since the agreement of the ESDP there has been a shift in the terminology and discourse of spatial 'Planning for Europe', with debates increasingly being framed with reference to the goal of achieving 'territorial cohesion' (TC). The title of the 'successor' document to the ESDP agreed in 2007 – 'The Territorial Agenda of the European Union' (TA) reflects this. The meaning and different dimensions and implications of the 'objective and guiding principle' of territorial cohesion have been a matter of debate in some academic circles, amongst elements of the European Commission and in some member states and regions. Yet a clearly understood and widely-shared definition of the concept is yet to emerge. Recognising this, the 2008 TC Green Paper has sought to launch a debate on the meaning of 'territorial cohesion' and its potential implications for European, member state and sub-state policies, and cooperation on territorial matters. Informed by the context outlined above, this paper considers how the concept of territorial cohesion is being interpreted, and its meaning (re)constructed, in sub-state arenas of spatial governance in the United Kingdom. The empirical component of the paper consists of a document and informant based survey of the responses from the English regions to the consultation on the TC Green Paper. The paper thus seeks to contribute to understandings of how spatial and territorial concepts developed at the European level are diffused, translated and reconstructed through multi-scalar governance processes; with a particular emphasis being placed on the role of 'receiving territorial contexts' and settings in refracting and moderating their interpretation.

## ***EU territorial governance: learning from an institutional reading***

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Track 02: European territorial co-operation and cohesion policy

The main focus of the 2009 Aesop Congress is on how the lessons from the past can be used to deal with the many challenges and opportunities facing planning and planners in the future. Looking back at the (recent) history of the various attempts to factor territory into the EU policy agenda, which is a more specific address indicated by the Congress Track 2 chairs, the proposed paper is intended to present a systematic review of institutional and official Community documents regarding EU territorial governance at various extents. The aim of the paper is to assess by direct sources the positioning of EU territorial governance in an institutional perspective, in order to discuss the possible implications for planning in Europe.

Particularly, the paper will focus primarily on the EU Treaties evolution till the recent Reform Treaty, signed in Lisbon at the end of 2007 and currently in course of ratification. These main institutional documents do not refer explicitly to EU territorial governance, but offer meaningful signs on how – specially through the 'cohesion' objective – this may be understood from an institutional view. Official Community documents regarding respectively governance and territorial cohesion (from the White Paper on European Governance to the Green Paper on Territorial Cohesion) will be then reviewed systematically, pointing out those specific aspects linking the both. Finally, regulations and policy documents addressed to EU cohesion policy in period 2007-2013 will be scrutinised as far as EU territorial governance results to be conceived in current policy programmes.

Summing up what found out by the proposed review, the paper conclusions are expected to address some related considerations and open questions about the future of planning in the framework of EU territorial governance.

## ***Best Practices and Policy Transfer in Spatial Planning***

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Track 02: European territorial co-operation and cohesion policy

Numerous European programmes and initiatives have been instrumental in identifying a large (and increasing) number of examples of best practice (or good practice) in the field of spatial planning. In fact, there is now a profiligacy of best practice, which means that many policy-makers are confronted with too much information if they try to assemble all the examples of best practice. However, the identification and dissemination of best practices remains central to many areas of European policy, including sustainable development and the urban environment. The underlying assumption in these documents appears to be that best practices are equally applicable and effective in another setting, and that the development and dissemination of best practice will help to lead to improvements in policy and practice in other countries, regions or cities. This paper argues that such a belief is too simplistic. The reality is that best practices have a more limited role in policy-making processes: other influences are more important. The value of exchanging European best practices is limited since there are huge differences in the technological, economic, political or social situation between countries in the European Union. This is particularly true when considering the transfer of best practices between 'new' and 'old' member states, where the social and economic situation, as well as the institutional frameworks, are often very different in the 'borrowing' and 'lending' countries.

## ***A 'Silver Century' scenario and the European social model***

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Track 02: European territorial co-operation and cohesion policy

We are witnessing, what the Japanese call, the 'Silver Century', referring to the increase in the number of 'grey haired' population. The rising proportion of old people will be the century's defining demographic trend. In Europe, the impact of this ageing population may also determine the pace of economic growth, the nature of politics and the sustainability of the European social model. The scenario presented in this paper is based on the continuation of current trends, both in terms of demographic evolution and policy. It has been developed in response to the following strategic question: should current demographic, migration and labour market trends continue unchecked, how would Europe look in 2030? The paper is based on the thematic demography scenarios drawn up in the framework of the ESPON 3.2 project [1]. It consists of two main parts. Part one provides a summary of the evolution

of demographic trends and their territorial variation in Europe. This information is then used as the basis for the development of a roll forward baseline scenario (called 'Silver Century') with a time horizon of 2030.

[1] See: Davoudi, S., Wishardt, M and Strange, J (forthcoming), The ageing of Europe: demographic scenarios of Europe's futures, *Futures*, Special Issue, forthcoming

## ***Reinventing spatial planning in a borderless Europe: Emergent themes***

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Track 02: European territorial co-operation and cohesion policy

This is a follow-up to the Chicago Round Table 'Emergent Research Themes on European Territorial Governance' in 2008 questioning the view of EU territory as the sum of mutually exclusive territories under nation-state control and pointing out the existence of overlapping jurisdictions. Themes were: (1) the relationship between the EU and its members; (2) what space and territory means under Europeanisation; and (3) the role of spatial planning wedded to the idea of an integrated vision. This paper points out that rescaling and the emergence of 'soft' spaces beyond jurisdictional boundaries are general phenomena (Allmendinger, Haughton 2008), and so are the responses in terms of borderless strategic planning. This gives the concept of multi-level governance, originally developed in the EU context, more general relevance, the more so since Jessop (2004) has broadened it to include 'multi-level metagovernance'. It also relates to poststructuralist views of spatiality and territorialisation as seen from a relational perspective putting emphasis on fluidity, reflexivity, connectivity, multiplicity and polyvorality as documented by Davoudi and Strange (2009). This comes down to rethinking the role of strategic, as against statutory spatial planning, drawing on examples from EU (where it goes under the flag of territorial cohesion policy) and from various member states. So the paper comes in four parts: (1) multi-level governance and meta-governance in Europe; (2) the production of space and place and the meaning of administrative boundaries; (3) the meaning of strategic spatial planning; (4) comparative practices in Europe. The conclusions give directions for future research.

## ***European Spatial Planning: Past, Present and Future***

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Track 02: European territorial co-operation and cohesion policy

Three stages have been identified in the development of the EU: the launch era, the doldrums era and the renaissance/boom era. Presently though, the EU is in a crisis. These stages serve as a framework for discussing the past, present and future for European spatial planning. Thus, during the launch era there were unsuccessful attempts to make spatial planning/regional policy part of the embryonic European project. During the doldrums era, such initiatives as were taken were channelled through the Council of Europe, leading to the adoption of the Torremolinos Charter on Spatial/Regional Planning, paralleled by continuing but fruitless efforts by the European Parliament to put regional policy on the agenda of the Community. Since the start of the renaissance/boom era, spatial planning has been an, albeit controversial part of the emergent cohesion policy of the European Union. The controversy concerned whether the Union should have a competence in the matter, or whether European spatial planning should be a matter for inter-governmental coordination. There was consensus, however, on the need for what was called a 'spatial planning approach' as formulated in the European Spatial Development Perspective (1999). Once the Lisbon Treaty covering territorial cohesion alongside with economic and social cohesion will be ratified, the competence issue will be settled, but uncertainty concerning the form which EU territorial cohesion policy will take continues. This relates to the future of cohesion policy undergoing fundamental review with a view to the period after 2013, being part of the solesearching which the EU is going through. Will cohesion policy be retained and, if so, what will the role of territorial cohesion policy in a revamped cohesion policy be? Will it barely be tolerated, as is the case now, or will territorial cohesion be, as it potentially might, a mainstay of future cohesion policy, providing it with a solid rationale? Naturally, the answer depends among others on the Commissioner for Regional Policy and his/her standing, but also on the future of the Union as such, etc., etc. However, the answer also depends on whether fundamental issues can be resolved. This requires academic reflection regarding: the nature of the EU in relation to its constituent parts, the nation-states; and the nature of space/territory and the role of spatial planning in the emergent context of the shifting target which is what the European project is.

## ***Policy 'framing' and evidence-based planning: 'epistemic communities' in the multi-jurisdictional environment of an enlarged Europe***

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Track 02: European territorial co-operation and cohesion policy

The latest guidance on European spatial planning and territorial development reflect recent EU enlargements in May 2004 and January 2007, which have created specific challenges for the whole territory of the new European Union. Whilst the pursuit of 'territorial cohesion' and 'balanced' and/or 'sustainable development' remains important for the EU policy agenda, their meaning in practice remains contested and the unrelenting emphasis on 'regional competitiveness and employment' since the adoption of the Lisbon Agenda has increased the complexity of the context within which they are being pursued. A new socio-economic and political landscape has emerged, within which both established and new member states pursue the dual goals of cohesion and competitiveness. This new landscape has added an east-west dimension to the already significant historical, cultural and socio-economic north-south dimensions that have provided the traditional challenges for European spatial planning.

This following paper examines some of the challenges created by this new territorial and socio-political landscape which is contributing to a multi-jurisdictional environment of new spatial ideas and planning approaches, the formulation of new institutional arrangements and the de-institutionalization of others. With particular regard for this rapidly changing European context, we consider the concept of 'epistemic communities' (Haas, 1992), which raises two particular concerns for this paper. First, this is (i) the engagement of these communities with the continuing debates over 'evidence-based planning'. Second, it is (ii) a consideration of policy and research domains' influential role over the 'framing' of spatial planning approaches and its implications for European territorial development (Faludi & Waterhout, 2006; Davoudi, 2006). Both of these concerns sit within the overall aim to determine the contribution or role of 'epistemic communities' in the transformation of European 'multi-jurisdictional' environments. The 'epistemic communities' concept is particularly relevant to elucidating this interplay of policy and 'evidence' because of its focus on the 'knowledge' medium that is created, contested and destroyed, and mobilized and controlled across governance architectures (c.f., Radaelli, 1995). According to Haas (1992) 'an epistemic community is a network of professionals with recognized expertise and competence in a particular domain and an authoritative claim to policy-relevant knowledge within that domain or issue-area' [quoted in Pallagst, 2006: 264-5]. Unlike the concept of 'policy networks', a conceptualization of 'epistemic communities' places greater emphasis on the production and practice of 'knowledge'. This distinction is evident in the knowledge and information required by policy-makers, particularly in cases of uncertainty and/or change; in other words 'policy networks' draw on 'epistemic communities' for expertise and competence in a particular policy domain.

This two-fold objective is particularly relevant to ongoing debates in the field of European spatial planning. In fact, the manner in which new 'epistemic communities' develop will be an influential factor in determining how discourses, in relation to territorial co-operation and cohesion policy, will evolve at all levels across policy sectors within the complex multi-scalar reality of planning intervention in the EU 27. Thus, with particular regard for the increased diversity of planning approaches, there is a need to examine the 'knowledge-aspect' of 'epistemic communities' and their identification of 'open policy windows' or 'windows of opportunity' for policy change. Whereby policy agendas are continuously 'framed' within the ambiguous environment of policy and evidence interplay.

## ***Europeanization of spatial planning: evidences from EU's eastward enlargement***

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Track 02: European territorial co-operation and cohesion policy

The fall of the Iron Curtain in 1989 produced a radical change in the perspective of future European integration, leading in some ten years to the accession of ten countries of the former soviet area now counting for almost the 25% of the territory of the European Union. Whereas this process constituted an important change in terms of widening and deepening of European integration, at the same time it possibly represents the hardest territorial challenge of the history of the EU, with most of the regions of the new member states being characterized by low economic performance, high unemployment rates, infrastructural deficiencies and an ambiguous environmental situation. The described threats led the European Commission to produce a set of analysis of the territorial impact of the enlargement and to introduce specific tools to support candidates' road towards EU membership. While at the supranational level the future role of European spatial planning for an enlarged Europe was debated, the candidate countries were dealing with the transition from socialist planning to market economy as well as with the

transposition of the *acquis communautaire* and the accomplishment of enlargement requirements. Within such a highly fluid institutional environment, new spatial planning systems were developed to deal with the challenges of the new reality.

The paper elaborates on the above considerations, building on the assumptions that the process of European integration under way contributed to the development of peculiar institutions and functioning mechanisms that involve the different territorial layers within a complex framework of multi-level governance, therefore generating processes of reciprocal contamination and adaptation that go under the label of Europeanization. In this light, the paper aims to contribute to the ongoing debate on the Europeanization of spatial planning, analyzing on the one hand the influence of the EU in the evolution of the spatial planning systems of the Visegrad countries (Czech Republic, Hungary, Poland and Slovakia), and on the other hand the impact of the enlargement of the EU on European spatial planning.

The lack of legitimate EU competences notwithstanding, the contribution suggests that the enlargement process induced specific mechanisms of Europeanization of spatial planning, on the one hand laying down the pace of the reforms through a tight sequence of deadline and on the other hand embedding the decision-making processes in highly asymmetric power fields. Looking at the process of Europeanization of spatial planning through the lenses of EU's eastwards enlargement lead to interesting findings on the mechanisms that stands behind Europeanization, suggesting how the process of reciprocal contamination between the EU and the different national contexts are shaped both by the specific domestic conditions as well as by the complex set of power relations implicit in the framework of EU multi-level governance.

### ***The everlasting importance of borders. Lessons from the Austrian-Italian border-area***

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Track 02: European territorial co-operation and cohesion policy

Given the extensive and increasing diversity of the European Union, the concept of 'territorial cohesion' as a general policy objective seems increasingly unattainable. However, three factors demonstrate a raising demand for territorial co-operation. Firstly, the existence of state borders continues to have negative consequences for the immediately adjacent areas (Zonneveld, 2005). Secondly, today more than 32% of the European population lives in border-areas which comprise 40% of the European territory (Janssen, 2006). Thirdly, Europe is still confronted with the emergence of new state borders.

In broad terms, there seem to be two distinct views concerning territorial co-operation processes. The first is, in a figurative sense, a 'top-down' perspective and deals primarily with the impact of European territorial policies on Member States. The second is more focussed on the internal co-operation between the different interests and objectives of each local territory, and may be characterised as 'bottom-up' driven.

The European Spatial Development Perspective (ESDP) has become an important policy document for spatial development in Europe, despite all criticism and shortcomings, and represents the pinnacle of a growing interest of (trans-national) spatial planning at the European scale (Adams, 2008; Faludi & Waterhoudt, 2002; Kunzmann, 2006; Shaw & Sykes, 2004). The ESDP as well as other European documents, such as the Territorial Agenda, are tools that have indeed achieved an important position in the Europeanisation process. Nevertheless, it must be acknowledged that they are also leading to a degree of convergence/harmonisation of spatial planning in Europe from a top down perspective.

However, these top-down-level documents can never fully substitute territorial co-operation activities between areas at sub-European spatial scales, producing their own visions and strategies across their local borders (Fabbro & Haselsberger, forthcoming).

What hinders the process of trans-national co-operation and European spatial planning in general is the persistence of different planning traditions throughout Europe (Janin Rivolin & Faludi, 2005). A bottom-up planning process needs therefore to begin by recognising that different nations deal differently with similar spatial planning 'issues' (CEC, 1997) in accordance with their own traditions and identities (Nadin & Stead, 2007). Nowadays trans-national co-operation often fails because of a shortfall of political interest, alongside the existence of deep structural deficiencies characterised by historical, linguistic and semantic barriers or, more generally, by cultural and natural diversities. In this sense reciprocal trust, and shared meanings and values become an essential 'social capital' for pursuing trans-national co-operation activities (Haselsberger, 2008).

The example of the coterminous area comprising the Austrian Land Kärnten and the Italian regione autonoma of Friuli Venezia Giulia (FVG) constitutes a meaningful and concrete case. Although the two planning systems of Kärnten and FVG have been evolved in two completely different historical contexts and are currently belonging to two different legal families – differences at first glance – many similarities in the planning practice can be experienced on closer examination. Generally speaking, these two planning systems (in terms of generic functions and components, planning scales and procedures) are even much closer to each other than different planning systems within Italy. However, this raises the question why that little has been done up to now in terms of trans-national co-operation between Kärnten and FVG although the base, in the sense of the planning system and the distribution of

competences in planning, is broadly similar.

The Austrian-Italian border-area provides an illuminating example for studying the difficulties and challenges of trans-national co-operation processes. It is the ambitious aim of this paper to explore the important (sometimes underestimated) meaning of 'cultural assets' such as identity, tradition, language, cultural memory, in these complex environment, and to use that analysis to offer new insights to the everlasting debates on trans-national co-operation issues and border studies.

### ***Cohesion policy and 'urban areas in crisis': how the definition of disadvantage has changed from Urban I to Urban II. Some reflection from the Italian experience***

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Track 02: European territorial co-operation and cohesion policy

Cohesion policies are the expression of solidarity between Member States and regions of the European Union to promote a balanced development of EU, reducing structural differences among EU regions and promoting equal opportunities among citizens. The territorial dimension of cohesion complements and reinforces the meaning of the concept of economic and social cohesion as it makes more coherent sectoral policies and regional policies with the following objective: 'people should not be in a disadvantaged position due to the place where they live or work in the European Union'.

'Urban areas in crisis' cause territorial imbalance as they are parts of city where different problems are concentrated in, are a threat to the harmonious development of the territory, require special interventions and specific measures. In support of the development of 'urban areas in crisis' it has been promoted at European level first the Urban Pilot Projects I and II (1989-1993 and 1994-1999, respectively) later the Community Initiative Program (CIP) Urban I and II (1994-1999 and 2000-2006, respectively).

The paper proposes a reflection on the criteria used within the Urban PIC during the two planning periods to identify the areas of intervention. The contribution is part of a broader debate experience afforded in a doctoral thesis on European policies for 'urban areas in crisis' seen from the public ethics point of view. With reference to the Italian experience it is evident how criteria in the two planning periods have increased in number in order to define more precisely the area of intervention, but at the same time we want to focus in the paper some raising issues:

1. The territorial dimension - It is considered it has been a weak element in identifying the area of intervention in both programming periods.

2. The methodology for the final selection of the Urban II cities - it is considered that the dimension of disadvantage evaluated through the critical assessment has played in the Italian case, a limited weight to identifying the city admitted to financing. The chosen method awarded 25 points out of 100 to critical elements of the area, the remaining items were related to the ability to implement programs and the economic feasibility of the projects.

The key argument in the paper is that the goal of economic, social and territorial cohesion of European policies, which gives a lot of attention to disadvantage, in the implementation at the local level has met with some limitations related also to the procedures for allocating financial resources for the implementation of Operational Programs.

### ***The European Space: Construction and Dissolution***

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Track 02: European territorial co-operation and cohesion policy

The European Union is undergoing a phase of profound institutional transformation. The Maastricht Treaty, that indicated with certainty the transition toward the accomplishment of the European project, turned out to be a shift inside the Union's structure in an opposite direction to that attained at the beginning. The paradoxical outcome resulting from the institutional evolution is driving Europe - rather than to the fulfilment of a construction process - to the economical deconstruction [1]. The reiterative constitutional failure and the lack of ability to confront a collective reflection on the direction and extension of a 'new European project', of a 'new horizon', have accelerated the process of dissolution of the model itself, and as a consequence of the space in which such model is conformed. Against this background, the structures and principles, that in the past had created coherence and stability, have currently lost relevance. As the disposition of instruments that regulate economical-territorial and social unbalance, the transnational character of the communitarian model itself has lost internal coherence unveiling its reversible nature as process.

The shift in direction is evident in the almost abandoned 'practice' -that is the creation of spatial development perspectives, territorial reference frames, scenarios, visions and concepts- carried out with lucidity in the past as a

means to connect the territorial representation to the intentionality and the rationality at the base of every decision taken (2).

Nowadays, the research on the communitarian territory has progressively drawn away from the tensions that in the past have induced «to a persevering search, in its very tangible and theoretical materials, for the physical dimensions of an individual and collective welfare whose economic, social and political dimensions other researchers were simultaneously expanding upon. At its extreme, we find the dissolution and disappearance of all visual representation of the project for the [European space] within the language of [territorial policy]» (3).

Since the late 1960's the stratification of these images give back to the European space its physical dimension: a project space guided by four main figures -the infrastructural hypothesis, the mega city region hypothesis, the urban hypothesis and the polycentric hypothesis- on which this paper intends to focus.

(1) Calafati A.G., 2003, L'Italia e la de-costruzione economica dell'Europa, *Foedus* n. 6, 2003

(2) Hirschman A.O., 1967, *Development Projects Observed*, The Brookings Institution, Washington

(3) Secchi G., 2003, Three wards, *Planum: the european journal of planning*, *Diary of a planner* n. 8, <http://www.planum.net/topics/secchi-diary.html>

## ***Making the concept of 'territorial cohesion'***

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Track 02: European territorial co-operation and cohesion policy

Since the establishment of the Treaty of Lisbon in December 2007, the 'territorial cohesion' took its place in the institutional framework of the EU as the third component of the policy of economic and social cohesion. The concept of territorial cohesion does not have an immediate recognizable theoretical or empirical content, but acts as a relatively open concept allowing the achievement of consensus in the establishment of a new community policy orientation. The concept of territorial cohesion intends to broaden and strengthen the policy of economic and social cohesion while at the same time appears relatively neutral and open in relation to its specific content.

The main assumption of this proposal is that the concept of territorial cohesion is introduced with a base reference to 'spatial development' or 'spatial planning' of the European area, without however correlating completely with some elements of the national versions of 'spatial planning' applied by the Member States. On the contrary, the adoption of the term 'territorial' instead of 'spatial' from a certain point of view reduces the issue of the European spatial planning into a matter of geographical tiers defined by criteria of political and administrative jurisdiction. In this sense it validates the assumption that the new concept refers to a kind of spatial planning adapted to the needs of the EU cohesion policy and not to a comprehensive spatial planning of the European territory.

The paper intends to provide the conceptual framework within which both the concept of territorial cohesion and the form of 'planning' (as a policy field) at the European level are determined. Focusing on the role and the necessity of the policy of territorial cohesion, this paper underlines two crucial issues related to territorial cohesion, the issue of territorial integration and the issue of territorial justice.

## ***Towards a EU territorial cohesion policy: the governance issue***

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Track 02: European territorial co-operation and cohesion policy

The Lisbon Treaty includes a clause on territorial cohesion, stipulating that it will be an objective of the EU and a shared competence with member states. If the Treaty comes into force, territorial cohesion will become, for the first time, a formal competence of the EU. Instituting territorial cohesion at the EU level seems to be a demanding exercise from a governance perspective. The fundamental questions arising in this field concern the institutional routes territorial cohesion could take and the role of the European level and this of the nation-states in this policy process. They also concern the possible mechanisms and processes for the realization of the new objective, especially in view of the limited budgetary means of the EU. This paper discusses the questions highlighted above in relation to different types of EU governance and policy, as identified in existing literature. It then seeks a possible policy framework for promoting territorial cohesion on a European level. The paper suggests a number of reasons why soft coordination modes might be more effective in this area than hierarchical and non-flexible rules. It explores further the possibility for a combination of soft and hard mechanisms (e.g. regulations) for optimal results.

## ***Territorial cohesion discourses: Hegemonic strategic concepts in European Spatial Planning***

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**Track 02: European territorial co-operation and cohesion policy**

The paper explores the territorial cohesion concept from a discursive point of view, investigating how nonbinding spatial policy orientations have been spread along Europe. The assumption of the paper is that, in the European Spatial Planning context, the EU territorial cohesion objective has become a catalytic principle around which several (spatial and non-) values and policy concepts have started to define discursive chains. They can then be interpreted as cultural constructions influencing the formulation of spatial actions in an Open Method of Coordination (OMC) context, defining the European Spatial Planning as an expression of mutual interaction between structures and actors driven by strategic selectiveness and orienting actions (Strategic Relational Approach, Jessop, 2008). The analysis focuses on the contents of spatial planning discourses driven by EU institutional literature. Without having the ambition of defining a comprehensive overview, the paper highlights general trends and main issues, and how they have formed hegemonic discourses, with the aim of clarifying a system of (really or supposedly) shared values that are playing a normative role in spatial planning and development strategies across Europe.

## ***A demographic scenario of Europe's future: 'open borders'?***

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**Track 02: European territorial co-operation and cohesion policy**

There has been a perceptible, continued decline in Europe's share of the world population. This shrinkage, combined with the ageing of its population, contributes to growing concerns about the competitive future of the continent. In this paper we present a 'prospective policy' scenario, based on a proactive policy change, European leaders instigate specific measures to compensate for the perceived demographic deficit by actively encouraging 'replacement' immigration. The subsequent opening of borders provides the context for attempts to counter existing trends, while the possible outcomes of the policy in the period up to 2030 are outlined. What impact would such measures have on the depopulation experienced in some European regions? How compatible is this evolution with the current recessionary climate? This paper is drawn from the thematic demography scenarios developed during the ESPON 3.2 project [1]. It begins by outlining the driving factors likely to result in the policy shift, and then describes its progression and likely implications.

[1] See: Davoudi, S., Wishardt, M and Strange, I (forthcoming), The ageing of Europe: demographic scenarios of Europe's futures, *Futures*, Special Issue, forthcoming

## Track 3 – Planning Education

Track chairs:

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In his account of planning education at the University of Liverpool and the beginnings of town and regional planning in Britain, Wright (1982) explains that although in 1908 town planning had been talked about there was no statutory basis for planning and no educational provision. The acknowledged need for formal training, research, theoretical understanding and dissemination led to the setting up of the Department of Civic Design which celebrates its centenary in 2009.

Over the past 100 years, the field has developed enormously with formal teaching in spatial or city planning provided at over 150 different departments, faculties or schools at university level in Europe alone. Over time, as planning practice has evolved, so has planning education; and the curriculum has been adapted in terms of its content and design, delivery mode and purpose. Caught up in wider processes of discontinuous change, it is shaped by national and cultural contexts and the institutional and educational perspectives and ambitions of individual nation states - as well as international influences.

For example, different constructions of spatial planning, and the different scales and domains of planning result in the elaboration of very different learning outcomes which are designed to serve and reflect place and need. The context for planning education and society's expectations for planning are thus very different. Another issue, in Britain at least, is the fact that the concept of the independent planning school is increasingly abandoned and planning is reduced to a 'subject area' within much larger inter-disciplinary and multi-professional entities in an effort by universities to maximise economies of scale in response to the challenges of global competition in higher education. This clearly impacts on the perceived identity and status of planning as a field. In practical terms, these processes of institutional restructuring may involve the delivery of shared modules with allied professions. On the one hand, this may help to inculcate a culture of partnership-working which is deemed necessary to manage today's complex world. On the other hand, such trends have direct impacts on constructions of planning education, as may be witnessed by the development of degree qualifications which have dual accreditation from professional bodies that in the past were intellectually and professionally distinct.

### ***Overcoming the majestic silence of the lecture theatre: Innovating with an audience response system***

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Track 03: Planning education

According to Feenberg (2008), philosophical arguments about the risks of new technologies in educational relations can be traced to Plato who, in *The Phaedrus*, denounced the medium of writing for its inability to recreate the dialogic relationship and human dimension between teacher and student. He quotes Plato who commented: 'The painters' products stand before us as though they were alive, but if you question them, they maintain the most majestic silence. It is the same with written words; they seem to talk to you as though they were intelligent, but if you ask them anything about what they say, from a desire to be instructed, they go on telling you just the same thing forever.' Feenberg (2008) challenges those who suggest that technology is intrinsically de-humanising, however, and argues that the social impact of technology rests on its use and whether it is designed and managed to support interactions.

The action research to be reported in this paper is based on the notion of the value of critical reflection for continuous professional development (Biggs, 1999). It stems from the author's fundamental concern about how to facilitate interaction in the lecture context. Ironically, although live lectures are one of the most public forms of teaching, they are often not dialogic and lack lecturer-student interaction (Race, 1999). Moreover, reliance on making PowerPoint handouts available remotely to students may indeed be representative of Plato's 'majestic silence' as students seek to learn and revise from a series of bullet points.

The study will examine the use of an audience response system (TurningPoint) for students of planning ethics and professionalism. Adopting a constructivist pedagogy (Freire 1970), the innovation was designed as an attempt to overcome some of the alienating effects of the lecture theatre as a learning space and to motivate students to participate in a relatively more dialogic and reflective learning experience. With an eye on the past and how educational technologies have rapidly evolved, the paper will look to the future and offer some personal reflections

on some of the challenges of using information technologies as instructional technologies (Oblinger, 2005). It will argue that whilst, for example, learning environments, learning objectives and learning technologies have been transformed, the foundational objective of enhancing human potential has not changed.

### ***Lifelong Educational Project-Brownfields in Baltic States***

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Track D3: Planning education

It stands to reason, that brownfields represent a problem both from the local level and also from the society level.. Brownfields solutions need growing local economy and sufficient local know-how, which can supply missing local knowledge and help to form suitable national and local policies and program priorities.

Lifelong Educational Project on Brownfields, the Leonardo da Vinci educational pilot project elaborated two years ago by partners from the Czech Republic, Slovakia, Germany and UK, was called to disseminate its results and products. Decision on transfer of knowledge was evoked on basis of the evaluation of the impact of this LEPOB project, made so far on the EU new member countries and on the need in Baltic countries for such a type of education being available in the local language.

Two Baltic countries were selected for transfer of knowledge – Latvia and Lithuania.

Lithuania undergoes rapid economical development. At the same time, new economical conditions raise recent circumstances for land property and land use. As a result of the collapse of Soviet system, urban areas in Lithuania have inherited big territories of unused land.

In Latvian territory heavy and other types of industry were very large and sky-high developed. In this time sustainable development or environmental protection issues were the last factor in total industry sphere. But its polluted brownfields land remains as an unsolved problem as well as other environmental problems which are connected to brownfields, restrain an opportunity for their beneficial reuse.

It is obvious, that brownfields regenerations still represent a weak point of the contemporary urban and regional development of the CE and Baltic countries.

The aim of the BRIBAST (Brownfields in Baltic States - Lifelong Educational Project CZ/08B/F/PP-168014, supported by the Leonardo da Vinci Lifelong Learning Programme) is to prepare an educational material based on the Brownfields teaching materials that were elaborated within the LEPOB project. The Handbook will be updated with the recent international brownfields reuse trends supplemented with specifics of Lithuania and Latvia.

His new material will be made available to professional organizations to help them in their job and increase the speed of brownfields regeneration as well. Similar as currently in the CR, products of this project could be utilised for educational purposes of Lithuanian and Latvian universities. The project could therefore be profitable for the whole society.

### ***Planning Education in Germany: Post-Bologna***

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Track D3: Planning education

One of the goals of the 1999 Bologna declaration was to 'achieve greater compatibility and comparability' amongst European higher education degrees and to 'increase the international competitiveness of the European System of higher education.' With Germany being one of the 29 initial signatories of the agreement many German Higher Education Institutions (HEI) and their faculties have over the past decade completed or are currently finalising changes to their degree programmes and curricula in order to comply with the stipulated three education cycles (Bachelor – Master – Doctorate). They also implemented the European Transfer Credit System (ECTS) and introduced new quality assurance measures. The transformation from Diploma-Degree to Bachelor and Master was embraced early on by the Universities of Applied Sciences ('Fachhochschulen') while more established universities were slower to introduce the relevant changes. Nevertheless by 2010 practically all Universities in Germany will have more or less completed the conversion process.

This paper offers an initial review of the changes that were implemented since 1999 in respect to the provision of planning education by German Higher Education Institutions. All major schools offering spatial and urban planning degrees have transformed their study programmes in the last years. The authors provide an overview of the typical planner education, educational programmes, structure, programme focus and student demand for 1999 and 2009 before discussing wider implications such as the impact on the quality of planning education in Germany.

international recognition, whether mobility and transferability between European countries has been increased and the standing of planning education as compared to cognate disciplines. In addition, the paper is highlighting new practices, and any unresolved issues that emerged from the transition are highlighted. For example, it appears that as a result of the restructuring, a considerable number of new masters programmes in planning were established often in conjunction with cognate disciplines and faculties such as architecture, geography and sociology, expanding the choice of study programmes and new specialisations within the broad subject of planning. Insightful comments from practitioners and academia provide the backdrop for discussion.

### ***Knowledge skills needed in diversity and equality for planning***

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Track 03: Planning education

If the future was more like the past, the profession of planning and the discipline would be exclusively male, minority ethnic and religious groups would continue to be discriminated against by planning systems; urban areas would continue to be designed without any consideration for those with physical impairments. This paper critically examines the need for and approaches to developing knowledge based skills and competencies in difference and diversity for planning in the 21st century. Based on a reflective practice approach, the paper focuses in particular on the development of competence in cross cultural communication. Drawing on over 15 years of personal experience in planning education in the United Kingdom and New Zealand; consultancy work with local authorities in the UK, review of literature and extensive discussions with practitioners. The paper concludes by positioning cross cultural communication within planning education and outlines key areas for future research and development.

### ***Workshop: Writing Academic Papers***

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The pressure to 'publish' academic work in Journal form, and especially in Journals with an international circulation, is increasing throughout Europe and elsewhere. It is not easy for newer academics to 'learn' the style of academic writing and the 'art' of writing a good quality academic paper which makes a real contribution to knowledge. Even experienced academics do not always manage to do it well! During the decade of its lifetime, the editors of Planning Theory and Practice have been committed to improving scholarship in the planning field, giving advice to authors who have something to say but still need to find a good way to say it. Collectively, we have learned a lot about the craft of writing such papers. We provide advice on our website, give advice in feedback to authors, and, in two recent Editorials (PTP 9.4 2008, PTP 10.1 2009), have commented on what 'searching for quality' means to us. In this Workshop, we will exchange our experience of reviewing and editing papers (as well as writing them!) with those interested in improving their skills. The format will be short introductions from the Workshop leaders, followed by a discussion of issues and problems raised by participants.

### ***Education is the future's past; the challenges of reflexivity in planning education***

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Track 03: Planning education

The Bologna Declaration and its follow-ups are causing changes and adaptations in field of planning education. One of them is the introduction of the two cycle system with separate Bachelor and Master programs. Due to this new system the distinction between professional and academic programs is fading. Professional programs start to offer master programs and even PhD programs. This 'academic drift' within professional education (Lorenz, 2006) is seen by some as a threat to universities. We would like to argue, that an other framing of the these changes, can bring a challenge as well.

In our paper we will elaborate on the reciprocal relationships between planning education, planning research and planning practices. In the applied science of planning, the primary role of planning education is to prepare students to participate in planning practices. Because these planning practices vary, as well as the roles planners play within them, educational planning programs provide a whole range of perspectives on planning and the role of planners in practice. This variety is constantly changing as new planning approaches, emerge, new practices are introduced, and the scientific perspectives shifts.

The diversity and dynamics of planning perspectives and the roles of planners make it impossible to give a definite description of planning education. It can therefore best be broadly described as a dynamic process in which people, ambitions, perspectives and knowledges need to be connected and in which complicated power plays affect land use. Very much in vogue with this definition and with the recent discourses of planning scholars, in which the limitations of planning and steering and the role of power plays in actual planning practices are stressed, we advocate a academic planning education which is aimed at the 'creation' of (self-) reflexive and critical planners. Not only should we prepare students to participate or fit in existing planning practices, but we should also enable them to critically reflect on and if necessary change these practices. Present-day society is facing many challenged both on a global and on local level, which due to their complexity ask for creative, innovative, self reflexive and critical planners. It asks for planners that are willing, when perceived necessary, to change the planning system they operate in, that are able to look beyond the existing planning models and policies and that are able to set free what has for too long be caved in a modernist paradigm, well known for its devastating site effects. The practical implications of this perspective for planning education will be made explicit by the example of the recent and ongoing reformation of planning and landscape architecture education at the Wageningen University.

### ***A comparison of the link between planning education and planning practice in two European countries***

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Track 03: Planning education

The gradual enlargement of the European Union (EU) with a peaceful integration of a total of 27 European countries as of 2007 represents a major political accomplishment. The European project includes the creation of an open economic zone (driven by a market economy) and the development of the common European Higher Education Area allowing both academic and professional mobility. Such mobility requires commonly accepted professional standards, quality assurance in education and the mutual recognition of academic degrees and credits across member states as outlined in the Bologna process. Planning education as well as planning practice have been and are being influenced by these processes of integration. Changes, however, are experienced not evenly across the EU member states. For example, planning education and practice have seen particularly dramatic changes in the former communist countries such as the Czech Republic, Slovakia, Hungary and Poland whereas change has been comparatively subtle in the UK. This contribution will compare and contrast the different systems in planning education in Poland and the UK and their respective links to planning practice and the profession.

The first part of the paper will provide a brief overview of the history, development and current state of planning education in with a focus on the unique characteristics and challenges in each of the two countries. For example, in Poland, planning is a very new discipline and still in the process of emancipation from its historical parent disciplines of geography, economy and architecture, which led to much confusion in the establishment of new professional and educational standards. We will highlight the different approaches and curriculum content and examine how universities translated the different university level requirements to fit the two stage education process prescribed by the Bologna process.

In the second part of the paper we will study planning practice in Poland and the UK. Planning in Poland is still sometimes associated with central planning and opposed by large portions of the population, local authorities and government itself. And, with a planning system very much in flux and development, it is difficult to establish curricula that provide the requisite knowledge and skills. We will compare this approach with the UK practice and study the consequences in real, physical space and quality of life.

In conclusion we suggest that liberal planning practice can thrive and exist under a centralized system of planning education (Polish case) and – by contrast – strict planning practice can be supported by a relative liberal system in planning education (UK case). We will indicate challenges for both Polish and UK systems in planning education regarding planning practice and the international context.

## ***International connectedness and global mobility of planning academics: a New Zealand-Scotland case study***

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Track 03: Planning education

Working as an academic today is perceived, arguably, to have less status in society than compared to the past. Indeed, the competition of practitioner salary levels, the fact of academic pay differentials between countries, and increasing demands of Universities as institutions upon their academic staff, comprise a significant deterrence to the attractiveness of academic careers for planners. Furthermore, these same factors militate against the extent of global mobility perhaps previously enjoyed by academic planners. This means currently that there is both a shortage of supply overall and, in particular, difficulty in terms of obtaining suitably qualified planning academics to fill positions in professional programmes, including on a short-term basis.

This scenario invites creative solutions. This paper reports on one such solution, namely, the experience of a senior planning academic who was invited to relocate from Heriot-Watt University in Scotland to the University of Auckland, New Zealand for one year. A set of criteria is used to evaluate this New Zealand-Scottish exchange experience from the perspective of the individual and the respective institutions. These traverse issues of academic stimulus, distinctiveness and engagement in a range of academic activities. In addition, practical issues such as dealing with taxation are discussed. The increasing focus on international benchmarking for academic programmes means that the fresh insights of an experienced outsider can be very useful for curriculum reviews amongst other things. There are risks as well as gains for both home and host institutions and the individual. Yet the benefits for all parties can be significant.

The paper concludes with a number of observations, including factors that need to be in place for such temporary placements to succeed; the contrast between institutional risk management and professional risk taking; and the value of international collegiality in contrast to the climate of inter-institutional competition. Hopefully, the experiences shared and discussed in this paper might encourage other individuals and institutions to likewise consider similar opportunities for international exchange.

## ***Planning Education in Europe - Situation and Perspectives***

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Track 03: Planning education

This paper examines the education of spatial planners in Europe. The comparison is based on studies about the current state of implementation of the Bologna Process, which have been originally undertaken and recently updated by the Association of European Schools of Planning (AESOP). The training of planners, i.e. the quality of planning education and its applied standards, is a key point of discussion among schools of planning. Ultimately, the definition of standards depends on the feedback from professional circles (in particular regarding the situation on the labour market), and on co-operation with planning organisations. Accordingly, AESOP currently is in discussion with the European Council of Spatial Planners (ECTP) on the extent to which standards should be defined in terms of the new system of university degrees (bachelor's and master's degrees) to guarantee a common European labour market and avoid any restrictions on access.

## ***Updating planning education: Cultural interventions and the production of urban space as a new form of political participation***

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Track 03: Planning education

The future of urbanism no longer holds a universally applicable image, neither for a cultural vision or a method of intervention for artists, architects or town planners. The urban landscape is shaped by temporary often playful and performative practices: Urban Play in Amsterdam, 'Tools for Action' at the Canadian Centre for Architecture, experimentcity in Berlin or republicart/CityMined in Barcelona. Cultural interventions — whether ephemeral public performances and installations or more lasting types of public sculpture, whether site-specific/community-based

art or peripatetic situative encounter — question traditional notions of participation. Do-It-yourself-city, just a friendly but trivial Zeitgeistphenomenon or signs of what John Dewey in 1939 called 'creative democracy'?

Constituted through the practices of people cultural interventions that are on small or medium scales can function as critical artistic practices that allow us to capture something more elusive than what is represented by notions such as the theme-parking of cities. The work of capturing this elusive quality that cities produce and make legible, and the work of making public space in this in-between zone, is not easily executed. However, informal urbanism offers alternative ways to negotiate and articulate urban space with cultural interventions as a means to mobilise and channel the plural voices of the marginalised and not-interested, depict to concrete participation opportunities, polish-up the image of a specific site and/or inspire unconventional uses of public space.

Art and education programmes dealing with art in public space are proliferating: 'curating the expanded field' as proclaims the motto of de Appel in Amsterdam. Interfaces between artists, civil society organisations and public policy, so far, are rarely subject to academic discourse and research. The effectiveness and sustainability of cultural interventions does not depend only on the engagement of the artist but rests with the people they meet, with whom they work and who take responsibility. An obligatory 'voluntary urban year' for future planners working with local community organisations or cultural centres might contribute towards a more comprehensive approach to design urban development as a joint issue. The role of the planner is in constant transition: from developing to enabling towards curating.

### **Competence Demands and Education of Finnish Planner-Architects**

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Track 03. Planning education

Planner education as an independent professional education does not exist in Finland. There is no special license or charter to work as a town planner, either. To be regarded as competent for being responsible for town plans one in principle has to have an academic degree including studies related to town planning. The educational background of practicing planners in Finland is therefore varied, but most (approx. 50-60 %) of the planners are architects. Surveyors (M.Sc. in Engineering) are the second largest group (approx. 30 %), and 10-20 % of planners have an educational background in geography or social sciences (Puustinen 2006, 123,124).

Architect education in Finland is offered in three Universities: the Helsinki University of Technology (since 1875), the University of Oulu (since 1959) and the Tampere University of Technology (since 1969). The architect education in the three universities and the planning education inside the curriculum have evolved on different paths and have distinct profiles.

Because of this national particularity, we concentrate in this paper on planner-architects as a professional group, and present key findings from a national survey we conducted in Finland in January 2009. The survey was sent to all of the (3500) members of the Finnish Association of Architects.

The aim of the survey was to get a detailed understanding of the current demands on competences, skills and know-how of architects working in various contexts and to relate that to their assessment of the professional education which they have. The survey shows the range of different types of work that architects do, and also how much fragmentation and multiplicity of tasks occur on the level of individual architects, not only throughout their career, but also in the present.

At the moment, there is a major restructuring of the universities taking place in Finland with effects e.g. on their funding and statutory role as state institutions. Presently a National Strategy on the Architecture Education is being drafted by the Ministry of Education, together with the three aforementioned universities, and the Finnish Association of Architects. The results of the survey are being used as a source of information on the key question: **What kind of educational strategies and topics will be relevant, to respond to present and future challenges of this professional group?**

For the purposes of this paper we have analysed architects' personal experience of a) how did their architect education prepare them for their work as planners, b) how do they assess their competences (by 28 categories of competence areas) to respond to the current challenges in the planning practice, c) how do they see the education should be developed and d) what needs for further education they can identify.

## ***Learning about the evolution of european planning education from pedagogic project***

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Track 03: Planning education

During the last twenty years a group of five different European schools belonging to the large field of planning (from urban design and landscape planning to more recently, spatial planning) have developed a common innovative pedagogic project. The project is co-financed by the Socrates intensive programme, the EU action programme in the field of higher education, whose objectives are, amongst others, to reinforce the European dimension of education and to encourage innovation in pedagogic practices. The EU Socrates intensive programme funds actions focusing transnational partnerships especially conceived to stimulate innovation and quality of education, as well as transnational cooperation networks facilitating the exchanges of experience and positive practices.

The experiences with this cooperation project over the last twenty years showed an, albeit often rather implicit, evolution of planning practice and planning education in Europe. For example, all the partners participated in developing a curriculum which was more and more tuned towards sustainable development, and more recently considered key spatial development issues such as the role of spatial planning in addressing climate change.

This intensive programme extends to around 30 students every year, coming initially from five universities, and latterly extended to six from the United Kingdom, The Netherlands, Italy, Germany, France and Romania who meet and work together on an agreed subject starting from various discipline entrance points. Consequently, the programme represents a privileged occasion to acquire academic experience at a European level in observing and analysing in a comparative way educational systems and policies, in exchanging information and in diffusion of positive practices and innovation. The programme is structured around two major phases: the first one of 'preparation' is developed within the home university and organises and structures the contents that will be mobilised during the second phase of participation which is the workshop of the intensive programme to be developed in a host partner university rotated every year.

Every year, 5 groups of 6 students (and related accompanying teachers) meet and work together for ten days on an actual and emerging subject related to planning, applying it to an operational project, most recently on planning and water management and currently on planning and climate change. The programme addresses a series of questions related to the specific subject of the year, allowing each nation to explore the subject from a national angle and share it with the others. The programme includes lectures, work ateliers, conferences and round tables. Teachers belonging to partners' universities and qualified specialists assist with the teaching of the different activities. During the workshop participants share their specific competences on the year's subject, particularly related to different aspects of the realisation of sustainable development in territorial planning (so as to prepare students for the next future demands in the profession), and improve their cross-national and cross-cultural communication and team working skills. Representatives of all the concerned universities agree about the role of reinforcement of teaching from a cultural, individual, scientific and pedagogic point of view that the programme plays.

The ways in which complementarities and differences in specific competences are addressed and the different national and cultural contexts allows the construction of complex and multifaceted thought and the development of a real reflection about methods of planning from a different cultural starting point (Serrano, 2004). Different ways of thinking and teaching the discipline emerge very well in the working groups, giving organisers the feeling that the survival of planning as a distinct field of teaching may pass through its differentiation and that to conserve its unique status, it will be necessary to acknowledge throughout Europe its multiple discipline identities. The slightly different approaches become evident and are mirrored by the re-composition of the contribution of different formations and nationalities of students (Schön, 1994, Hernandez and Serrano, 2008). The organising team considers that this specific exchange helps to inculcate both students and teachers with a culture of partnership working giving teachers some basis for a critical reflection on the state-of-the-art of planning education, allowing mapping on current trends and emerging priorities on the education of Europe's planners and the way they are educated along with some ideas for its evolution.

## ***Cultural interventions in urban public spaces - Consequences for planning education***

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Track 03: Planning education

This paper is based on the observation that planners' tasks have diversified over the last decades. Especially in the context of urban renewal, participation and place-making became key issues in order to initiate public debate, strengthen local identities, provide information, and raise interest for planning measures. Over the past decade or so, planners have adopted methods such as temporary events, scenic arrangements and cultural interventions in many European cities. These types of performative planning aim not primarily at the production of plans, but they set the stage to raise attention, to interrupt everyday uses and definitions of places, and to initiate active residential or civil involvement in these places' redefinitions.

At the same time, planning education has continued to focus on established technical, economic, legal, or design issues without paying proper attention to teaching creative ways and tools to involve residents and citizens beyond formal legal participation requirements. The paper aims to illustrate the need to search for new and more creative planning tools, and discusses this need in the context of recent developments in planning theory and practice.

The paper will be part of the roundtable 'Planning education in the field of urban culture and public space', initiated by the Interdisciplinary Centre for Urban Culture and Public Space (SKuOR)

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## ***Geo-ICT as bargaining instrument within the planning process***

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Track 03: Planning education

Spatial planning was one of the first application fields for Geo-ICT. Since the fifties of the last century huge amounts of data are collected, combined and presented in maps and models. With these results spatial planners and urban developers created development plans for the town and countryside. Especially for visualizing plans, Geo-ICT can be very helpful.

However, the relationship between spatial planning and Geo-ICT has weakened over the years in stead of becoming stronger. The planning world and Geo-ICT world have developed itself in different directions over the years. Also in current planning practice the application of (new) Geo-ICT products is not often encountered, although research and development divisions of research institutes, agencies and commercial organisations continue to improve to more advanced systems. How is this possible and what can be done about it? In this presentation and paper we present results of a Dutch qualitative and quantitative survey about how and why Geo-ICT is (not) applied in the Spatial Planning practice. The results can have important impact on how planning education could be restructured and how the role of Geo-ICT will change, but also tighten again the relationship between spatial planning and Geo-ICT.

Within current planning approaches participation is the magic word. Next to all kind of physical spatial factors (landscape related) the social process in planning, the human factor, has gained much importance. Civilians, NGO's, policymakers and scientists of different disciplines are going through a learning phase to support and shape spatial developments. Planners are looking for new ways to facilitate that process. Innovative Geo-ICT certainly can contribute to this learning process, by offering better insight in the complex landscape, in which many stakeholders have to make their decisions. Not by offering more data and information or building more advanced models (the current procedure), but especially by stimulating and strengthening the discussion, and make expert knowledge and spatial coherence logical for non-experts.

Geo-ICT can help in a planning process to get together the different interested groups, by using Geo-ICT innovations, eg 3D visualization techniques, serious gaming approaches, applying a map-table and Google Earth applications. Actually, the whole information process should be scattered around over several separate steps in the planning process. Therefore, it is necessary that the actors in the planning process have enough understanding of Geo-ICT applications and especially the opportunities it can offer, it should stimulate the search for creative opportunities. This can also enlarge the acceptance of successfully applying Geo-ICT and that geo-results can be better interpreted. On the other hand, it is important that the Geo-ICT developers should become more active in the planning process. To develop more useful, tailor-made and divers information products and models, the geo-developers need to have better insight in planning as a participative and learning process, as well as understand the different actors and their very divers interests. The users are not only professionals, but are also civilians and other interested parties. Geo-ICT developers already should join at the start of a planning process. The Geo-ICT job will become more about

facilitating and jointly interpreting the (spatial) data than exclusively data integration and modeling. To establish this cross-over impact for each discipline involved and their related working processes, it is necessary to enroll this approach in an educational setting. The incubation and application time needed for these new approaches will only find its way when it starts in an educational setting and through learning by doing. This will require a more rigorous approach of the current planning curriculum. In the AESOP presentation and paper more material, like processed data and applied approaches as well as more conclusions, from the qualitative and quantitative survey will be presented.

### ***What's going on here?***

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Track 03: Planning education

This paper is a contribution to the proposed roundtable session: 'Planning education in the field of urban culture and public space'. This presentation considers prospective directions for planning education and practice in specific relation to the design and use of urban public spaces. This embraces public open space both as an area of investigation (for understanding broader theoretical, moral and practical questions), and as a target for policy and design practice (where knowledge and values from planning and from other disciplines are applied in the pursuit of improved quality of life).

The presentation draws upon the speaker's own teaching and research experience, which focuses primarily on the diversity of unexpected and unintended uses of public spaces. This approach considers the practices of users, and how those practices relate to the physical design of space, without defining or pre-judging these practices in specific cultural terms. Although the use and perception of the public realm varies greatly between people with different ethnic backgrounds and different religious and political beliefs, urban landscape design is ultimately a practical activity which requires understanding how physical proposals serve (or constrain) a wide range of different behaviours and stimulate (or inhibit) a wide range of desires. Such an approach relies heavily on observational study. The presentation discusses unobtrusive observation of behavior in public space as a method of teaching and analysis which shapes both the attitudes and the competencies of future planning practitioners.

Planning is a problem-solving discipline. Yet the definition of the 'problem' of public space constantly changes. Observations of people using public spaces in numerous ways that are dangerous, illegal, impractical or disrespectful raise the difficult question of what public spaces are for, and how (if at all) they should be 'fixed'. Hannah Arendt noted that many social acts, such as political protests, require public spaces that provide particular characteristics so that these acts can 'take place' and achieve their meaning and purpose. For such reasons, the circulation areas of private shopping centres in the US have become 'loosened', acquiring legal status as part of the public realm. Our understandings of public space, and our professional activities towards it, require ongoing observation and adaptation, as well as prediction and experimentation. The regulatory and ameliorative functions of planning and design must be calibrated against their potentials for enabling social life and its ongoing development.

Observations of public spaces in four major cities - Berlin, London, Guadalajara and Melbourne - are used to illustrate tensions and contradictions between anticipated and actual uses, which might cause teachers, planners and designers to rethink the broader aims and prejudices of planning, and also to alter their practice. Reflections on three particular aspects of social life in the public realm - leisure, festivity and mourning - highlight that users' and observers' understandings of 'proper' behaviour vary greatly according to time, location and circumstance.

### ***Values, power and the technical knowledge: does planning education have something to do with planning practice?***

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Track 03: Planning education

Despite public space is my speciality field, and despite planning practice is central to public space making, I have to anticipate that I'm not sure we can - and should - frame our discussion on how to rethink planning education within the narrow focus on 'urban cultures and public space'.

I'm rather claiming that a solution for an unsatisfactory planning education in the field of urban cultures and public space should be ground in a more general discussion on planning practice ethic and its connection with planning education.

Therefore, regarding my contribution to this roundtable, public space and urban cultures are being used as an heuristic tool to frame the discussion and to exemplify my position.

The key to this discussion, I think, is the professional ethic and the values of planning practice and planning education.

If we want to enhance the discussion on place-making (democratic place-making, social construction of places, relationship planners-society, etc.) we have to go beyond the discussion on planning tools and question the way ethics and values are addressed within planning education.

The issue can be summarised with the contradiction and the distance between Max Weber's ethical position and the Action Research framework.

In his *Elective Lectures*, in 1908, Weber made a clear distinction between science as a profession and politics as a profession. He clearly drew a line between the necessary interests- and value-oriented decision making and the allegedly interest-free research practice/scientific work.

Even being aware of the impossibilities of neutral and non-interventionist research, and even within the reflexive-sociology sub-group of scholars, sociology as a discipline has long been lead by the aim of providing an enlightening knowledge of social dynamics and social change as far as possible from being embedded in those dynamics.

At the opposite we have Action research, theorising an act of knowing/researching intertwined with social change: knowing while changing reality. An approach largely experimented in educational studies.

The difference between the two, in terms of value, power and location of knowledge is sharp.

The Weberian approach recognise the existence of conflicts and different values within society, and by valuing and legitimising the political sphere as arena of negotiation take a distance from it, by sustaining the possibility of a technical, value-free knowledge. The second approach, at the opposite, focuses the attention on the knowledge already embedded within actants and society, and while investigating this knowledge, aims at causing social change. This research approach, therefore, consists of a specific value-oriented and powerful act producing social change.

Having clarified these two opposite poles in research practice we can come back to planning as a discipline and try to define which ethical approach it entails, and whether this is the same within planning education and planning practice.

The assumption here is that we take for widely known the work of Lefebvre (1974) on the social construction of places, the critics of Jane Jacobs (1961) to planners elites and the claims for a stronger role of citizens voices and social enquiry into place-making, and the performing critique of the urbanisation of capital (from the early 50s since today), from parts of generations of artists, International Situationists, Psychogeographers and new-genre-public art makers alike. If this assumption is valid, and looking at the conservatism of the planning discipline over time, we should acknowledge the limits of intellectual criticism and 'creative tools' in producing a change at the level of planning practice. Therefore, in my view, it is the statutory power of technical and non-technical knowledge at the core of this dispute.

If planning practice, since ever, is the 'tool' used by policy makers to implement projects (elsewhere discussed and negotiated), until planning as a discipline will define itself as problem-solving oriented it hardly will be able to change its practice towards a more socially-negotiated one.

Issues to be discussed, regarding this 'repositioning' of planning, seems to cluster around the following:

Technical knowledge

- What sort of knowledge is planning research producing?
- Does even exist a proper 'planning' research, as distinct from practice?

Where does the ethic of planning locate technical knowledge within society – and specifically within decision making?

Values

- Can planning as a discipline deals with non normative approaches?
- How planning education address conflicts, interests and social justice?
- How planning education prepare to planning practice and the dilemma of interests-led commissions?

Power

- Where are the boundaries between technocratic power and political power, in planning ethic?
- Relationship between planning education and planning practice
- Shall we hope for an interdisciplinary planning education? Would this amendment be enough, or shall we claim for trans-disciplinary and multi-disciplinary approaches in decision making – and therefore rethink planning practice?

## ***Public spaces, urban culture and the economy of attention – Teaching revisited***

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Track 03: Planning education

Sharon Zukin's critical economy perspective on the production and consumption of culture has offered ever since a broad entry point for further approaches to understand capitalist interests in public spaces. However, a decade later, cultural values are not the only symbolic surpluses values created by immaterial interventions in contemporary public spaces worldwide. Understanding public spaces as societal processes and focussing on the mechanisms of their production means paying attention to market incentives initiated to set up new accumulation strategies as well as to state actor's behaviour tolerating 'institutional compromises' or embedding changes in accumulation strategies into society by means of regulation. A rise of a new type of accumulation strategy has been detected in Berlin

between 1980 and 2008. In the renewed German capital, the out-of-home media sector has been able to establish a regime-like coalition-compensation governance model over the last three decades with strong tendencies towards oligopolism, nepotism and monopolism. Its basic logic follows the argument of the economy of attention which especially addresses the medial dimension of public spaces as a symbolic one.

These insights gained from inductively organized urban research call for a more radical planning approach, call for a stronger link between (descriptive) urban research and (normative) planning education. Some hypotheses will be delivered to foster this argument

- The way to produce public spaces is changing ever since as public spaces are social processes. This means a basic position of points for planners as they often do understand space and actors as mere objects, whereas spatial morphologies and social action are usually not interpreted as two sides of the same coin. Approaches highlighting such an understanding are still lacking as the old interpretation of planning as a rather technocratic activity continues to persist in lots of academic institutions.

- Public space research might be considered to be the least common denominator of social science and planning practice as it is on the very palpable microscale that changes might be detected, explored and interpreted plausibly. It is on this microscale as well, that planners are in direct contact with a manifold variety of involved actors, interests and resources. Therefore, public space is not just one sectorial field in planning education, but a central sphere to innovate planning by progressively and prospectively challenging theory vs. practice and practice vs. theory. This challenge is thought to manifest itself in changed academic curricula regarding planning education

- The new emphasis on cultural approaches of planning faculties is one of the steps to take the intertwined relationship of social action and space seriously. Here, approaches derived from social sciences help to convert inquiries into spatial {de-,re-}configurations into inquiries into cultural {de-,re-}configurations as both can be understood as phenomena of changing social relations. Another rather contemporary focus towards understanding public spaces as social processes can be detected in the field of media and communication studies. The findings resulting from the focus on the attention economy and from detecting a changed accumulation strategy highlight the fact that social science can serve as well to bridge the lack of knowledge regarding how space production works and, hence, if and how it possibly can be steered by means of planning. In the case of strong influence of media markets on public space production processes in Berlin, planners should rather try and understand how politics works than to ask themselves why all traditional formal and informal planning instruments have been failing in Berlin in this regard.

To sum up: To „ground“ planning at the interface of knowledge on day-to-day production of public spaces – be it influenced by cultural or by media economy interests – and planners aporias facing political arbitrariness teaching planning would mean teaching space as a social process. That is, to aim rather critically at the construction of a stronger reflexive capacity of planners considering themselves just one part of space production processes than trying to teach them to produce spatial objects.

Please note: this abstract is part of the roundtable session proposal ‘Planning education in the field of urban culture and public space’.

## ***Why can't the future be more like the past? Learning to hope through reading our past***

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Track 03: Planning education

‘Why can't the future be more like the past?’ Definitely a very unlikely theme to be expected of a conference or a gathering of people who are {we would argue} in the business of (1) dreaming, imagining and narrating better futures, (2) infusing thought into courses of action and (3) mobilising actors and resources to realise these futures.

A conference theme that seems to reflect a dissatisfaction with the perceived or imagined future, which, as ‘the future’ still has to happen/come about, then probably suggests either: (1) dissatisfaction with the ‘current’ {the much talked and written about ‘now’}; (2) deep concerns or misgivings about what the future seemingly holds {most probably informed or driven by ‘the way things are’ and ‘how things were supposed to have been’}, and/or (3) a romanticised notion of what the past ‘was like’ or perceived to have been like.

Whatever the reason for the choice of theme, the authors of this paper suggest that the theme, despite its worrying tenor, does provide an opportunity to also reflect on a number of aspects, such as: (1) the difference in the way ‘we’ {‘us’ in the planning endeavour} as future engagers/visionaries and co-constructors ‘perceive’ and engage with the future {and therefore with ‘the current reality’} and the way in which the ‘past’ was conceived of as a ‘the future’ by those in planning long ago, (2) the perceived (in)ability of ‘planning’ and those in the business of ‘planning’ to steer, or let alone, have any impact on the future; and (3) the way in which times of change and challenge impact on our planning psyches.

In this paper, the authors explore these questions by making use of life histories of South African planners. In the process they reflect on what planners occupy themselves with, how little of this time is spent engaging the future, and how they overcame challenging times in their careers/lives, of course with the benefit of hindsight. Steeped in

appreciative enquiry as point of departure, this endeavour (and the paper) entails an exploration of a number of questions around the role of 'things' such as chance, of 'taking charge of events', hard work, networks and hope in shaping their own lives and destinies/futures. This is then used to reflect on ways of instilling a more positive and engaging disposition to the future in planning students and planning practitioners who may yearn for a past less like the feared for future.

The paper is based on research done as part of a PhD study by one of the authors in which career narratives within a 'whole systems-approach' to informants/agents, are extensively used.

### ***The spatial siting of higher education in the process of urban development. The case of regional universities in Greece.***

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Track 03: Planning education

The international literature / experience indicates a wide variety of views regarding the spatial siting of higher education in the process of urban development in countries and their regions. In the case of university education specifically, a university's location in the master plan of the urban fabric as a parameter for its organic integration into the life of the local community, is a key issue that has concerned us in the past. Indeed, it acquired increasingly higher importance in the process of expanding higher education, as universities and cities grow. There are currently two dominant views regarding the siting of universities in the urban fabric. In fact, they reflect the different perceptions of the role that universities in the society and economy growth. The first view considers that the university-city relationship is independent of the location of the former in the urban fabric. The second, conversely, stresses the need for spatial coexistence of the academic and local communities, as a prerequisite for the development of the university and the city and substantial cooperation between them. On the basis of this consideration, currently elaborated across the globe, and having Greece as our context, we research, whether the siting of regional universities in the urban fabric of Greek cities can influence – and if so, to what extent – cities' internal structure and their expansionary trends, as well as the relations between the academic and local communities.

### ***Planning Education in Bulgaria: A Rejected Past Revisited on the Way to a New Planning Culture***

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Track 03: Planning education

The recent 20-year long period witnessed the development of new planning approaches in the country to replace already irrelevant socialist planning system. It was also accompanied by academic efforts to develop an educational program capable to adequately address the changes in the profession and provide a new type of experts – sensitive to both European and local processes and priorities. The estimation of the urban planning legacy has been a strongly contradictory and often highly emotional because of the various connotations related to socialism.

Based on the author's personal teaching experience within two running programs – BSc and MSc in Urbanism in UACG, Sofia, the paper discusses the educational effects on 20-25 year old students (with no personal memory of the socialist past) of a professional dialogue on the long-term results of the already rejected planning approaches and the achievements and shortcomings in forming/influencing students' professional value systems with regard to issues of public interest, expert-power relationships and the importance of the social, cultural and political context in the planning process.

The exam and project results in number of educational modules are analysed and changes in students attitude traced from the first year of the BSc programme (modules in Analysis of the Urban Environment and in Sustainability and Environmental Protection) to the end of the MSc programme (modules in Urban Theory and Contemporary Urban Practice, Diploma project, etc).

Conclusions are made about the importance and challenges of developing a value-oriented educational process. The principles to follow and the steps to undertake concern the implementation of interactive and interdisciplinary approaches, the active dialogue with current practices in the country and the theoretical conceptualisation of local ongoing processes within the broader regional and European framework.

## ***Approaching Spatial Problems in Rural Areas***

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The agenda for planning education faces the difficult task of outlining an appropriate answer for an increasingly complex world with climate change, resource depletion, changing of social and economic values and new strategies for planning and design.

This paper reports about experiences in an interdisciplinary two days workshop trying to work with these new strategies. A workshop with architecture and social study students focusing on finding, evaluating and solving substantial problems in rural areas (Geisenheim, Germany) close to a major town (Wiesbaden). The focus was not like usual solving by design but by a process of practically identifying a specific problem in the village, understanding the roots of the problem and proposing suitable or even unusual solutions.

The theoretical background for the workshop was: Village renewal and village development are new forms of planning in which the emphasis is on the planning process itself. It should be understood as an integral political task aimed at improving living conditions in rural areas, and developing a higher sense of self-worth that holistically encompasses all spheres of life and segments of the economy. Yet in order to achieve sustainable development and renewal it is essential that coordinated planning processes are in place. The parties involved learn with and from one another and together achieve consensus to elaborate a model that serves as a guideline for the development of future planning activities.

To aid students in this endeavour, we provided them with some theoretical background in the area of planning theory, 'defining the problem' and 'paradigmatic approaches'. We discussed what the problem itself is and how to define a precise problem at the beginning of planning in a social, ecological, economic and political context. We also argued that problems are always socially constructed and subjective, thus they are neither wrong nor right. Furthermore we stressed various paradigmatic 'approaches' - the different points of view of those involved and how those different paradigmatic approaches might influence the results. Considering different approaches helps planners not to limit themselves to a narrow view of a problem and supports communication between those involved.

More than a dozen successful and surprising approaches of the mixed teams as well as the student feedback proved the efficiency of this teaching format.

## ***Redefining the Role of a Regional Planner and an Assessment of Graduate Education in Regional Planning***

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Track 03: Planning education

As the relational networks gain ground all around the world, the communities have found themselves in a competition of revealing the endogenous potentials in order to fix their place in this networked society. This necessity to rediscover local potentials has highlighted the regional scale as an operative planning unit. European Union's cohesion policies also focus on the regional scale and draw the attentions of the member states and candidates to diminish the regional developmental disparities. Therefore, in this paper, it is aimed to evaluate the recent changes both in community policy and planning fields so as to redefine the role and the expected skills and capabilities of a regional planner in this rapidly transforming environment.

Based on this evaluative historical planning perspective, the first part of the paper is structured to analyze the spatial planning policy changes in Europe. The second part of the paper gives a brief history of planning conception and education in Turkey and the last part focus on the assessment of graduate regional planning education. This assessment will be drawn from the results of a field survey which is designed to reflect the opinions of two separate groups. One of the study groups consists of the employees of the regional planners and the second group consists of the recent regional planning master level students. Mainly, the field survey aims to find answers to the questions of 'what are the expected skills and capabilities of regional planners according to the local implementers of regional policies?' and 'what are the skill and information oriented expectations of recent graduate students from a regional planning education program?'.

## ***International Doctoral College 'Spatial Research Lab'***

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**Track Q3:** Planning education

### **PROFILE**

The international doctoral college 'Spatial Research Lab' ('Forschungslabor Raum') offers outstandingly qualified doctoral students the opportunity to engage with spatially relevant issues of high societal relevance within the context of an interdisciplinary, cross-border exchange. This exchange is stimulated by addressing specific case studies as part of a common framework theme and is designed to encourage the production of independent, original academic contributions.

The doctoral college's subject matter and point of departure are difficult, highly complex and non-straightforward problems of spatial development.

### **FRAMEWORK THEME FOR THE 2007–2010 CURRICULUM**

The framework theme for the doctoral college curriculum in the period 2007 – 2010 is the future development of European metropolitan regions. In order to explore and delimit their research topics the doctoral students at the various universities and institutes of higher education analyse significant examples of spatially relevant issues relating to the development of European metropolitan regions in Switzerland, Germany and Austria. The objective is to explore concepts and strategies, test suitable tools and approaches and demonstrate the effects and consequences of spatially relevant actions and decisions by means of experimental simulations.

### **AIMS**

The international platform of the doctoral college provides a framework for systematic, comparative study in the chosen thematic field as well as critical discussion of practically applicable concepts and strategies in collaboration with actors from the public and private sectors. In the course of the doctoral programme, students not only have excellent opportunities to engage in intensive interdisciplinary discourse but additionally have access to expert advice from all the involved professors and teaching staff.

### **DOCTORAL STUDENTS**

The candidates all have a master's degree or equivalent in spatial planning, urban planning, landscape planning, architecture, civil engineering or possibly in another spatially relevant discipline.

### **CURRICULUM**

The underlying rationale of the curriculum is based on the simultaneous treatment, at several universities and institutes of higher education in the European context, of key thematic fields that are essential to an academic discourse on spatial planning and spatial development. These thematic fields include, for example, management of settlement areas, spatial and infrastructural development and cross-border urban and rural development issues.

### **DOCTORAL COLLEGE CYCLE**

The doctoral programme operates on a three-year cycle. The first year serves as a familiarisation phase, focussing on delimitation and definition of the research field and potential case studies. The second year is devoted to in-depth analysis of the issues within the framework of study projects. The third and final year is reserved for evaluation, detailed study of selected aspects, experimental simulations and the writing of the doctoral thesis.

Quarterly doctoral symposia held at the institutions where the college professors are based facilitate exchange and allow the students to acquire additional skills and expertise. The symposia feature guest lectures by well-known experts and joint seminars in the fields of planning methodology, drafting and design, and communication skills.

### **INTERNATIONAL EXCHANGE**

International, interdisciplinary exchange is absolutely vital in order to classify academic contributions, recognise spatially relevant patterns and stimulate the academic discourse on issues of future importance. Six professors in the field of spatial development from Germany, Switzerland and Austria have therefore seized the initiative to create a suitable framework for this exchange.

## ***Joining-Up the Spiritual and the Professional in Planning Education***

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Track 03: Planning education

Arguably, planning education (and planning scholarship generally) has been spiritually-bereft for most of its formal past, in common with the fate of other modern professional education fields. There is no sign of a Planning and Spirituality track at AESOP2009. Has it always been thus? Is this a past to be cheered or lamented? Can it be tied to the current malaise in planning circles?

Organizing hopes and dreams can be located at the very heart of most planning, but valuing the associated faith, and the underpinning spirituality, is in the realms of taboo. Sandercock (2006, 65) has suggested that spirituality is the paradox at the heart of planning – so fundamental and precious, but so marginalized - almost to the point of erasure: 'Perhaps we need a different way of talking about planning, at the heart of which is the human spirit in its everyday struggle to make meaning and create a better world' (66). Is it time to try to better join-up, to conjoin, the spiritual and the professional in our planning? To try different ways of seeing ourselves, or of representing ourselves to the world, that would ultimately mean different ways of teaching planning – so that our heart and not just our head was in it.

The presentation will review the response to the 2006 Interface feature coordinated by Sandercock for pointers for planning educators. It will also offer some possibilities – from the author's recent experience in programming the 2008 annual conference of the Canadian Institute of Planners, on the theme of 'Planning By Design in Community: Making Great Places?' This conference explored seeing ourselves as placemakers, in the placemaking business. Place, rather than space, becomes central in this re-framing. It is conceived, from an integral perspective, as the integration of physicality, functionality, community and spirituality (Wight, 2005). A need to shift from a spatial to a 'placial' paradigm is indicated, as well as an expansion in the basic persona of planners as not simply applied scientists, but also exponents of the arts, and the humanities. The presentation will also reflect the relevant learning, for and about professional planning, from a recent course of studies in Spiritual Activism.

## ***Global Inventory of Planning Schools***

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Track 03: Planning education

While urban planning is essential to crafting solutions to the pressing urban problems of the 21st Century, the professional planning practices in place have unevenly kept pace with the challenges faced by cities and regions, especially in the developing country context. Escalating problem scales resulting from rapid urbanization, demands on housing, infrastructure, and services; growth in the informal sector, environmental challenges tied to pollution, sustainability and climate change, income inequality, migration, and ethnic conflict, all pose increased challenges for urban planners. Planning has increasingly involved private and third sector actors.

This paper examines whether planning education is attuned to these challenges and the degree to which planning schools worldwide have the capabilities needed to lead the next generation of planning practice. The historical development of planning education is only 100 years old, but recent expansion has been rapid. Planning education has grown in response to demand for planners in specific nations, but it has also responded to international ideas about what planning is and what planners should do. Early planning schools saw themselves as design schools that sought to teach planning as a profession similar to architecture; later schools recognized that planning blended design with the analysis of policy. Over these years, planning schools have adjusted from a dominant rational planning model to deliberative and collaborative approaches that emphasize the multi actor decision processes common in modern societies. They have also shifted from a focus on making master plans to include concern about the implementation of plans through development control. As international education became a concern, schools moved from context-specific planning education toward a one world approach that seeks to expose each student to the best lessons from all regions.

The paper reports results of a global inventory of planning schools conducted by the Global Planning Education Association Network utilizing 16 correspondents responsible for different world regions. The paper asks how the debates over planning education have varied over the world's regions and the degree to which international communication has helped to strengthen planning education in individual countries. 553 planning schools are inventoried in 83 countries. Asia and Latin America are found to be relatively underserved, but many nations do not have any planning school. 38 percent of planning schools are not members of any regional planning school association. Planning education takes place in 35 languages, although over half the programs teach in either English or Mandarin. The total number of academic staff are estimated at 13,500.

There are wide differences in relative emphases on teaching, research, professional outreach and public service among planning schools. Two thirds of schools say they emphasize both physical design and policy approaches. Most schools say they have international content, teach sustainability, and social equity. Regional differences among the schools are substantial.

School capacity is assessed and directions for positive change are suggested. While the total number of schools is substantial, more capacity is needed to address the challenges of developing countries. While curricular innovations with promise for addressing 21st Century planning needs are in place in many schools, more widespread adoption is needed. Resource shortages of various kinds are critical in many regions, including academic staff, computers, library materials and studio space. Teaching assignments often preclude essential professional development. Many schools are not effectively networked with larger scholarly and professional communities. Accreditation is often not available. Planning education is all too often limited to planners and future planners, and doesn't address the needs of allied professionals, elected officials and lay people.

Recommendations call for: creation of new planning schools in underserved regions, increased attention to problems of developing countries in leading university planning schools, and innovation in doctoral education to ensure sufficient capacity among faculty in developing countries. More widespread diffusion of curricular innovations is called for, particularly increase in policy approaches in Asia and Eastern Europe, and building of capacity to teach participatory and political tools in schools which do not yet address these areas. International consultation services or degree program recognition is suggested for countries where accreditation does not exist. International development agencies, foundations, learned societies and professional associations are all asked to play a role in remedying resource shortages. Schools are encouraged to build practice and research programs where these don't exist or are weak. More widespread involvement of schools in international networks is suggested. Increasing planning education for non-planners is called for.

## ***A new model of CPD provision for planners***

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Track 03: Planning education

The need for practitioners to maintain and develop their knowledge and skills throughout their working lives is emphasized in all professions including planning. Many professions have obligatory CPD requirements. However, Knight (2001) argues that CPD policy 'appears to be short of a sound theory of learning.'

In the UK, the RTPI's code of professional conduct requires that 'Members shall take all reasonable steps to maintain their professional competence throughout their working lives.' The RTPI recognizes that there are a wide variety of ways of doing CPD, including formal courses and events, action based learning, in-house training courses and self-directed study of web-based material.

Like many other CPD policies, however, the RTPI's fails to recognize the importance of informal means of learning which take place through the daily practices of workgroups or communities of practice. It fails also to consider the results of research into learning methods. This, argues Hinet (2002), 'has taught us a lot about learning styles, motivation and approaches to learning. It has also added empirical weight to what our instincts tell us, namely, that we learn by doing.' Research indicates that much of the spending on CPD by UK local planning authorities is on single events such as conferences, seminars and workshops (Durning and Glasson, 2004; Edmundson & Rawson, 2006). Whilst these one-off events can be useful means of imparting information their effectiveness as learning vehicles for embedding knowledge and skills is cast into doubt by much of the research on learning methods. Dialogue is short-lived, as participants are immediately faced with the pressures of their daily jobs, and there are few opportunities to assess the learning achieved. Other forms of provision, such as web-based materials can be a useful source of information, but normally they provide only one-way learning and they are studied in isolation from colleagues. In contrast to much externally provided CPD opportunities, in-house training may provide opportunities for interaction and verification of learning, it should be easier to embed the learning in the workplace, but such training provides no opportunity to learn from the practices of other organisations.

In view of the perceived limitations of much existing CPD provision, the University of Westminster formed a partnership with a number of public sector planning agencies in London, with the aim of developing a different model of training provision, which took account of the way people learn. The model involved the development of more interactive forms of training, delivered over several sessions to enable individual reflection, and reflection and collaboration with colleagues and peers, in order to achieve deeper learning than that achieved by much existing provision. Courses were designed and delivered by practitioners working in partnership with academic staff. The courses themselves have received excellent feedback from participants and their employers. However, only a limited number of organizations have become involved in the initiative.

This paper will explain the rationale for and the development of the initiative. It will provide an evaluation of the courses and the model. It will explore the reasons for the limited interest amongst local authorities in engaging with the initiative.

## ***Enhancing Attractiveness of European Environmental Assessment Education for Emerging Economies: The examples of India and China***

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Track 03: Planning education

Environmental problems have become a priority in international, national and local policy agendas. In this context, it is now acknowledged that having an effective EA system in place is important. This requires providing future EA professionals with appropriate education and training. Inspired by the European Union funded projects of PENTA (Promotion of European Education on Environmental Assessment for Thirds Country Audience) and its follow-up project called TwoEA-M (Enhancing Attractiveness of Environmental Assessment and Management Higher Education); this paper explores EA education in UK and Ireland and its relevance to the emerging economies of India and China.

## Track 4: Global Challenges for Local and Regional Development

### Track Chairs:

Greg Lloyd  
*University of Ulster*

Edwin van der Krabben  
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The AESOP Conference seeks to focus on how the lessons from the past can be used to deal with the planning themes and issues of the future. Related to this track theme 'planning for local and regional development' we take as a starting point – partially to challenge potential contributors to prove the opposite – that the future of local and regional development is so different from the past, that it will be difficult for European planners to make use of past experiences.

Planning for local and regional development increasingly faces global challenges, like the economic and geographical re-structuring of key economic sectors, the increasing number of foot-loose companies and the outsourcing of economic activities to new, powerful economic nations like India, China and Russia. The world-wide financial crisis, uncertainties in energy and sustainability, and increased international competition between regions and cities all over the world compound this position. To survive or, better, to take advantage of new opportunities and challenges, Western European regions and cities must develop new, innovative strategies to stimulate sustainable local and regional development. In this track we would like to address issues: What will be the likely economic challenges for planners?; which are the 'winning' regions and cities in this increasing panorama of global competition? Who are the 'losers'? Is it still possible to 'plan' local and regional development in an increasingly global economy? Can we fulfill the (spatial) demands of powerful, economic giants whilst dealing with the contradictory claims of other sectors and interests?

Does this mean that the past is redundant? Will we learn nothing from the past? We would emphatically assert 'No, certainly not'. In the past, economic planning had to address the consequences of fundamental shifts in the economy. These included the oil crisis in the 1970s, the awareness for the environmental impact of economic activities in the 1980s and the ICT and Internet economy in the 1990s. We believe that every fundamental economic turn potentially brings forward winners and losers. This tension raises the question as to what we can learn from the experiences of successful regions and cities. Can we uncover the secrets of those relatively well performing regions and cities? How did they take advantage of the 'new global and regionalized economy'? Is it possible to identify the clues to economic and social success? Significantly, we can learn from the failures of other regions and cities as well.

We particularly welcome papers that are related to these themes and issues. Additionally, we will consider innovative papers that address other issues related to regional and local development

### ***Trade Liberalization Policy Impact to Indonesia Regional Disparities: A case from Asean Free Trade Area (AFTA)***

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Track 04: Global challenges for local and regional development

Trade liberalization currently has emerged as a main agreement among nations to advance their economy. By accomplished trade liberalization, a country can benefit from lower trade tariff and transport cost. As a member of the Association of Southeast Asia Nations (ASEAN), Indonesia launched its involvement in trade liberalization through the ASEAN Free Trade Area (AFTA) in 1992. AFTA has significant progress in tariff reform, FDI efficiency, and contribution to the continued economy growth the region.

Using large and medium scale manufacturing establishment data and Common Effective Preferential Tariff (CEPT) list in AFTA, this paper aims to overview the impact of AFTA trade policies to the growth of industry sectors and regions in Indonesia. This paper argues that the adjustment of manufacturing sectors will affect the disparities among Indonesia regions. The paper found that AFTA policies only benefits regions with related industry sectors and it scarcely contribute to diminish disparities among Indonesia regions, from the manufacturing industries terms.

This paper lays in the 'Global challenges for local and regional development' track. This is because it explores on the impact of trade liberalization of AFTA, that open wide opportunity for Indonesia local product market and at the same time new challenges, to job reallocation and regional disparity in Indonesia.

First section will be an introduction of Indonesia manufacturing industries, AFTA progress, and disparities among Indonesia regions. Followed in section two and three is the data illustration and statistics analysis. Last section sums up the research findings and contribution.

## ***Global challenges for the trade logistic hub of the Netherlands: can policies of the past handle the future?***

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Track 04: Global challenges for local and regional development

Since the Second World War, global trade has been increasing and so did global and regional transport flows of goods. The activities that go with these global flows – wholesale trade, supply chain management, shipping, transshipment, freight forwarding, and value added logistics – are important industries for some regions in the world, especially for those that have developed into global trade logistic hubs. However, the position of these hubs seems to be rather insecure: flows of trade and goods are always on the lookout for lower cost for physical and organizational transactions. Spatial and economic policy can try to keep a region or country attractive as a hub for international trade and distribution. The Netherlands has, as a country of trade and distribution, a long history in the field of trade and distribution activities and related policies. What can we learn from the policy of the past and is this policy also capable to keep a role as trade logistic hub in the future? An analysis of the Dutch trade logistic hub suggests that, although they have been important in the past, it is now necessary to look beyond spatial, infrastructural, and fiscal policies to be able to play a role as trade logistic hub in increasingly global, integrated, and differentiated networks of value adding activities. The paper is based on an historical analysis of Dutch trade policy and empirical research of trade current activities in the Netherlands.

## ***Geographies of Vulnerability and the Challenges to Territorial Governance - The Case of Greece***

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Track 04: Global challenges for local and regional development

Up to recently, Spatial Planning has been preoccupied basically with apparent, noticeable and measurable social, economic and environmental problems as reflected to geographical space (i.e. cities and regions). However, spatial planning has been simultaneously involved with uncertainties since it has been all along committed to visions and the production of socio-economic and geographical futures. Nevertheless, it had always some constants to be based on: the testified problems to be resolved, the predictable natural stock in hand (such as water, minerals, topsoil fertility, biodiversity etc), certain climatic and micro-climatic data, known hazards and exposure to risks (i.e. known probabilities of manifestation of extreme natural processes), predictable public resources for public works and spatial interventions and the power and authority of State taken for granted.

Nowadays, the above certainties do not exist any more, in other words they are not available to Spatial Planning. Global climate changes and so do micro-climatic conditions; natural resources decline with unpredictable rates and every new spatial development generates new exposure to hazards and additional emissions of greenhouse gases. Old and new spatial developments and human establishments are more and more exposed to old and new natural and manmade hazards and become gradually more vulnerable to impending disasters. Consequently one has to wonder, how much prepared is current Spatial Planning (and Development Planning too) to meet the above uncertainties and the widespread request for multi-dimensional and unconditional safety.

The present work searches for and outlines the features of geographic entities in Greece that are highly vulnerable or exposed to natural and manmade threats (e.g. mixed forest-housing areas exposed and vulnerable to mega-fires, regions suffering from water scarcity, coastal zones exposed to risks induced by sea level rise, industrial zones exposed to Na-tech hazards etc). At the same time the paper prescribes the changes towards Territorial Governance (and Risk Governance too) that could facilitate vulnerability reduction by means of spatial interventions and development control. To meet this objective the author recalls cases of major changes to spatial planning systems (and to their connections to development planning and civil protection) Europe-wide; those changes that came after anxiety and sensitization owing to major disasters that had caused huge human and/or economic losses.

## ***The Desired Configuration of Residential Communities in the Digital Age: Old Small Towns vs. Suburbia***

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Track 04: Global challenges for local and regional development

This paper addresses the global challenge of digital revolution at the end of 20th century and refers to the opportunities that new telecommunication technologies provide for residential communities to take active part in the new economy. It investigates the desired configuration of residential communities for the new social group of home-based information workers who practice a different life style, work, live and play in the same locality. To do so, this research benefits from some empirical data collected from two case studies in the U.S and Australia where residential communities attempt to offer live/work opportunity (through telecommunication) to their residents/workers. It investigates how these two case studies with very different configurations- small town vs. suburbia- respond to the different lifestyle of information-workers. The result of this investigation notes that the new social group demands a set of design/planning attributes in their live/work communities that is very similar to what was best about old small towns. This conclusion once again emphasizes on the lessons from the past that can be used to deal with the challenges facing planning in the information age, and reminds us of the new doors opened in the new era to see the future more like the memorable past.

## ***Airports and Cities. Analyses of new functional urban areas***

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Track 04: Global challenges for local and regional development

Mega-City Regions are defined as networked polycentric functional urban areas. In between functional nodes urbanised hybrid landscapes develop, in particular between the gateway airport of a Mega-City Region and its primary city. These in-between hybrid landscapes get built up by a variety of uses like office parks, logistic sites, hotels, housing or entertainment infrastructure. In order to understand the reason for these developments one has to look at the underlying driving forces. Our hypothesis is that a key driver of bringing about these 'airport corridor' stems from locational requirements of knowledge-intensive firms and regards international hub airports as 'urban generators' rather than just isolated transportation infrastructure. This perspective revises the traditional institutional rationale, which defines airport cities just as real estate development on airport sites rather than looking at spatial developments at the airport and in its vicinity at large.

Our methodological approach is twofold. We inquire about knowledge-intensive firms' needs of air services and location qualities as well as analyse the emerging of the new functional urban areas, their physical appearance, and their physical connection to the airport. The paper thus combines a morphological perspective with a non-physical relational approach.

## ***Innovation amidst degeneration: Local government policy and the prevention of violence in Victoria, Australia***

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Track 04: Global challenges for local and regional development

According to the World Health Organization (WHO), violence comprises self directed harm; interpersonal violence committed by strangers, acquaintances and family members; and collective violence. UN-Habitat also includes urban insecurity, or fear of violence, as part of its Safe Cities Programme, and work done for the World Bank includes institutional violence and economic violence in the programs it addresses in its programs. Most international organizations, including the UN, WHO, and the International Centre for the Prevention of Crime, explicitly address the question of how gender affects both criminality and victimization, and all address violence that occurs in the private sphere as well as the public sphere. Yet despite this broad definition of violence and gender mainstreaming approach taking hold at the international level, most planning literature continues to focus on a narrow definition of violence and insecurity within a gender neutral theoretical construct.

This paper will report on the results of a three year research project in the State of Victoria, Australia, which sought to explore why there is such a policy divide in the prevention of violence in the public and private spheres. The

research project worked with four local governments to help develop local and state government policy that could address all forms of violence. While some excellent community-government partnerships have accomplished innovative policies and programs at the local level, and violence against women has obtained a higher policy priority at the state level, there still remain large barriers to integrated violence prevention policy.

### ***Urban policies and creativity: can social innovation promote territorial cohesion in Porto Metropolitan Area?***

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Track 04: Global challenges for local and regional development

There is a vast literature on the role of creativity and innovation as key enabling factors of territorial competitiveness. Part of it tends to emphasize the way how 'territorial specificities' such as uniqueness, diversity, tolerance and a favourable cultural 'atmosphere' contribute to attract the most talented (Landry, 2000). Another important field of research is focused on urban policies and strategies designed to promote creative environments, either through the promotion of specific urban projects or by enhancing a more attractive urban environment (Bontje & Musterd, 2006). The limits of 'creative city' approaches are also identified in several works, according with which other dimensions of urban development beyond market economy are neglected. A vast majority of urban populations do not belong to the so-called 'creative class' and have few opportunities to benefit from urban development based on creativity (Peck, 2005). Social innovation, meaning the application of creativity on activities directed to social purposes, is often presented as an alternative concept (Moulaert & Nussbaumer, 2005). Social innovation may play a central role on urban policies designed to promote territorial cohesion. This is particularly challenging in Porto Metropolitan Region (Portugal), which faces acute qualification problems, rising unemployment and strong competition from lower-cost city-regions around the world.

By analysing different approaches of socially innovative policy instruments in Porto Metropolitan Region, the paper aims to identify their main potentialities and drawbacks as tools to promote territorial cohesion throughout this area.

### ***Planning Discourses on Small Islands***

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Track 04: Global challenges for local and regional development

Research on small islands has been interdisciplinary. However, up until now, planning on small islands has not been a popular research topic in academia. A question that immediately arises is then: Can the general field of 'island studies' shed some light on the main planning challenges faced by small islands?

Small island territories enjoy a number of specific features which sustain the enduring idea that islands are different from other territories. Such distinctiveness appears usually under the general label of 'islandness' – a term which denotes island qualities, including geographical, social and political elements.

In particular, small islands are usually viewed as special cases in development. From the one side, they are faced with a number of distinctive development constraints, which fuel the 'vulnerability thesis' of small islands, and opportunities, which, conversely, bring about their 'resourcefulness'.

From the other side, development dilemmas, arising from the tensions between development paths forged on competitiveness issues and those following the precepts of sustainable development, are perhaps nowhere more evident than on small islands.

With these issues in mind, this paper intends to uncover the main planning discourses on small islands which can be drawn from a literature review on the general field of 'island studies'.

## **GOVERNANCE OF URBAN TOURISM IN DESIGNING TOURISM DEVELOPMENT: AMSTERDAM, ANTALYA, LIVERPOOL COMPARED**

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**Track 04: Global challenges for local and regional development**

Important changes have been observed in the world starting from 1980s. Development strategies of cities have also been changed in this competitive economic change stimulated by globalization and technological developments. Competitiveness oriented new economic structure have re-configured the development strategy of cities. By the effect of these transformations observed on economic and cultural structure, service based sectors start to dominate cities which also stimulates governments to propose strategies on service based activities for promoting development in cities (Zukin, 1991). Many cities and governments in the world have taken tourism as a part of development strategy in recent policies.

Parallel to these developments starting from 1980s, the responsibilities of social welfare state institutions embraced to be narrowed especially in developed countries by the effect of regulations which reduce the responsibilities of state institutions and increase the governance practices to promote local development in cities.

Emerging different governance structures are related with the institutional structure and local culture of the respective city. Although state institutions are still important in some cities depending on their political structure, non-governmental organizations and private sector institutions have become important in development strategies of some cities. Particularly in tourism based cities, public-private and semi private partnerships become important to sustain development. These kind of collaborative partnerships and governance practices appeared in tourism cities determine the path of development to adapt global competitive conditions.

In this paper, three cities (Antalya, Amsterdam and Liverpool) all of which take tourism as a development policy are examined by focusing on how different governance types they follow in determining their development strategy. Selected tourism cities showing different types in political structure are evaluated to identify the role of different government and governance types, country politics, economy and culture dynamics in determining the development strategy when adapting global changes. To grasp the diversities and the reasons behind that diversity which shapes the type of tourism development strategy, a historical evaluation in the institutional structure of the selected cities is made starting from 1970s. In this context, it is aimed to identify to what extent participation strategies of different markets conditions and integration types, different policies, bargaining positions and actors (public institutions, semi-private institutions and NGOs) are effective on designing the development model of tourism cities when adapting global challenges by using the theoretical development model of Savitch and Kantor (2002).

## **Global Restructuring of the Marketplace: Local and Regional Impacts on the Spatial Distribution of Retail Activity in Turkey**

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**Track 04: Global challenges for local and regional development**

In the 1960s, in Western European countries, the retail market was mainly influenced by the growth of self-service retailing, price competition between retail outlets, and the increasing use of cars for shopping. Combined with the changing trends of consumers, who are more affluent and mobile; and retailers, who desire to pursue economies of scale in the form of large shopping centers, this has induced the proliferation of shopping centers and the restructuring of the urban retail systems. In the past, the government –both at central and local levels– lagged to take responsibility for determining the future growth of retail facilities with effective retail planning policies, which indicted retail decentralization and threatened the viability and vitality of city centers. The growth of shopping centers began much later in Turkey, in the second half of the 1990s, due to the restructuring of the economy and evolving distribution channels of wholesale and retail sectors, the export-oriented policies, and the changes in consumption patterns. Shopping centers became major investments in Turkey for both national and international developers. In 1995, the total gross leasable area was 200,000m<sup>2</sup>, which doubled to 400,000m<sup>2</sup> in 1996. Today, the amount has reached 4,400,000m<sup>2</sup> with 176 centers. This fast paced change in the spatial distribution of retail activity points to a significant shift in local and regional policies and in consumer trends, and necessitates the formulation of effective retail planning policies as in the case of the Western European countries. This study aims to analyze the local and regional influences on the spatial distribution of retail activity in Turkey and the changing consumption trends, thus to build a bridge between the past and the future. While the future of the retail sector seems promising with ever increasing number of shopping centers, its impact on spatial distribution of other retail activities in cities and urban

systems remains obscure. In this study, first, past planning processes and policies, and their implications on the spatial distribution of retail activity in Turkey will be analyzed. Then, the demographic and socioeconomic shift in Turkish consumer characteristics and its repercussions on spatial restructuring will be exhibited. Finally, in-depth interviews with leading retailers, real estate developers, investors and local/central public officials will be evaluated to explain the growth of the future retail development. The results will be used to identify the opportunities and challenges for the Turkish retail system in the global retail restructuring process and to formulate effective retail planning policies with the lessons learned from the experiences of Western European countries, which will be helpful to planners, and other public and private sector decision-makers.

## ***Human capital – Where and Why? Identifying spatial patterns of human capital in Germany***

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Track 04: Global challenges for local and regional development

Human capital is a central production factor in the knowledge economy because new knowledge emerges bounded to people and organisations. The creation of new knowledge leads to knowledge-based advantages in competition and temporarily to monopolisation profits. Also the diffusion of knowledge and the possibility to commercialise knowledge depend on human capital.

Due to that fact human capital has become an issue of crucial interest. The demographic change and the increasing importance of knowledge-based economic processes lead to a growing demand of human capital with a simultaneously (middle- or longtime) shortage of that resource. Between cities and regions exist an increasing competition on human capital. But high qualified workers are not an equally distributed resource.

Theories in economic geographies expect significant spatial disparities in the allocation of human capital. It is assumed that (urban and regional) agglomerations have special structural conditions to initiate and foster knowledge creation, knowledge distribution and knowledge utilisation. This is caused by a high interaction density in agglomerations which reduces risks and enforces exchange between knowledge carriers. These positive agglomeration externalities lead to concentration processes of human capital in metropolitan regions and urban agglomerations and suggest these regions as winners of the knowledge economy.

Presumptions of cities as centres of science, research and art have obtain great acceptance – also supported by the hypothesis of R. Florida about cities as centres of the creative class. His empirical approach analyses the spatial concentration of occupational categories in cities in the U.S. However the German city-system is – unlike most other (esp. European) city-systems – characterised through a polycentric structure and division of labour.

Therefore the paper discusses the spatial occurrence and development of certain types of profession (natural sciences, engineers and technicians, consulting and management, creative workers, physicians) under two perspectives:

1. How do knowledge-based professions concentrate in metropolitan spaces? Do they concentrate equally or exist spatial distinctions within the concentration of different professions?
2. Does spatial concentration of knowledge-based professions lead to functional specialisation in the German labour divided city-system?

Based on these questions recommendations are discussed on if and how urban and regional planning can take advantage and shape places that support knowledge and innovation by strengthen human capital.

## ***Causes of ageing of industrial estates in the Netherlands***

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Track 04: Global challenges for local and regional development

Up to 33% of industrial estates face problems with respect to deterioration and deterioration. The problems that come with it and the underlying processes have been analyzed by different government agencies, consultancy firms and research institutes. Although these studies conclude that the processes that cause deterioration are more or less the same across industrial estates that experience deterioration, they do not explain why these processes do not take place at the same pace and time on similar estates. This seems to indicate that deterioration is not merely a life-cycle problem. This paper defines deterioration of industrial estates as the decline of the level of investment by owners of industrial property. How then can we explain differences in deterioration between industrial estates of similar age? In other words: how do different circumstances influence the level of investment? Using the level of private investment as dependent variable and characteristics of industrial estates as independent variables, regression analysis is employed. By doing this we will gain an insight into the influence of different characteristics on the investment behaviour of property owners and, through it, on deterioration of industrial estates.

## ***Effectivity of Redevelopment Strategies for Deteriorated Industrial Estates***

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Track 04: Global challenges for local and regional development

This paper aims to conceptualize the relation between institutional order on the one hand and market outcome on the other, with respect to the development of industrial estates in the Netherlands. Many of the existing industrial estates that have been developed after World War II now face severe problems of deterioration. Welfare economists treat these problems as market failures and deem government intervention indispensable. In line with this, the current solution sought after profoundly relies on additional governmental funding for redevelopment of industrial estates. Yet, so far redevelopment strategies have not been very successful and this research hypothesizes that redevelopment strategies will still – though additional funding may be available – prove not to be very effective due, among other variables, to the present institutional order. That is, in most cases new industrial estates are developed by municipalities – competing with each other to attract companies – which results in a relatively abundant supply of land for industrial use and low property values. This takes away the incentives for end-users to invest in their existing property (regarded as a key criterion for effective redevelopment), since there is enough cheap and 'fresh' land available elsewhere. So it is government intervention that creates the problems. This seems at odds with the welfare economists' (implicit) assumption of a perfect administrative process of allocation, equated to an imperfect process of market allocation. This is one of the reasons why this paper argues that reality is often too complex to fit within the neat dichotomy of 'the government' versus 'the market'. Hence an institutional approach is applied, since the way people use their land is always to a certain extent influenced by governmental rules and actions. A regression analysis will be employed, to see if the institutional order can be regarded as an explanatory variable for the current (undesired) market outcome.

## ***Stimulating private sector involvement in the market for industrial estates: condition for a more desirable market outcome?***

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Track 04: Global challenges for local and regional development

The way industrial estates are currently planned, developed and serviced in the Netherlands is not in the best interest for spatial quality. Many think this practice must change. Current practice of planning and production of industrial estates – the municipality as owner of the land services the land and sells it to end users (in approximately 80 percent of all developments) – leads often to undesired market outcomes. Aspects like sustainability, livability and esthetics are not optimally served. The mismatch between demand and supply, both in quantitative and in qualitative terms, seems of even greater relevance. Municipalities compete with each other on a regional scale to attract employment which puts pressure on the price level and quality of industrial estates.

According to the national Taskforce on the (re)development of industrial estates, there are positive expectations regarding the participation of private parties in the development of industrial estates; they are expected to have more knowledge about the market and professionalism in accommodations, while they pay at the same time more attention to profits and risks.

This paper hypothesizes that private sector involvement leads to a better market outcome. Therefore a regression analysis will be executed, distinguishing projects in which private parties participate and publicly developed industrial estates. The aim is to get insight into decisive factors for private sector participation in the development of industrial estates. Why is it that they decide to invest in some projects, but not in others? Furthermore the market outcome in these projects will be analyzed and evaluated.

## ***Planning for Growing and Declining Regions in Queensland, Australia***

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**Track 04: Global challenges for local and regional development**

Queensland is currently the fastest growing state in Australia. However this growth is not homogeneous in terms of its spatial distribution. Queensland faces tremendous growth pressures in some regions, while also facing economic and demographic decline in other parts. South East Queensland, where the state capital is located, accounts for 72.6% of the state growth, and an annual population increase of 2.6% between 2001 and 2007 (Queensland Department of Infrastructure and Planning, 2008). Mining and coastal regions such as the Bowen Basin and Far North Queensland are also among the fastest growing regions in the state, due to the increasing demand for natural resources, largely as a consequence of economic growth in China, and the movement of retired baby-boomers to attractive locations. However, remote and rural areas of Queensland are affected by opposite trends. Fluctuations in agricultural commodity prices and a subsequent restructuring and rationalisation of the farm sector combined with an extended period of drought have resulted in population decline and a withdrawal of essential services from many rural areas.

There has been increasing pressure to plan for both the growth and decline of Queensland's various regions. In both cases the provision and management of social and physical infrastructure is of critical concern. In the case of rapidly growing regions the funding, integration and sequencing of infrastructure provision is of great importance for planners attempting to manage growth in a sustainable manner. However, for planners in regions undergoing decline, the management of existing infrastructure with a decreasing revenue base and ensuring the continuing equitable access to social services, often in areas that are remote, is an important challenge to address.

In 2006, the state government adopted a planning reform agenda for the whole of Queensland. The reform agenda is an attempt to accelerate regional planning in regional and rural Queensland by introducing a consistent planning framework relying on the implementation of statutory regional plans throughout the state.

This paper explores the different strategies adopted by the State government which rely on both statutory and cooperative arrangements. These strategies will be evaluated with particular reference to the manner in which infrastructure planning is utilised to manage the growth and decline of regions within the state. Comparisons will also be drawn with international examples of regions attempting to cope with parallel patterns of growth and decline.

## ***Shared responsibility of rural / peripheral areas and metropolitan areas for growth and innovation***

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**Track 04: Global challenges for local and regional development**

The changes of globalisation – like changes before – cause growth and shrinking as two sides of the same coin. Since the Second World War the answer in Germany was a politic of coherence and equalisation. But due to economic globalisation which goes along with institutional changes the traditional regional policy in Germany loses ground. The analysis of conditions with positive effects for regional growth and international competition show structural advantages of agglomerations (metropolitan functions):

Decision, control, service function

Innovation and competitive function

Gateway function

Symbolic function

The new German spatial visions accentuate the strategic role of metropolitan regions for economic development and competitiveness. One part of the vision called 'Growth and Innovation' raised a debate about 'losers' of a concentration on metropolitan regions: the peripheral and rural areas. Following the vision metropolitan regions should be promoted as driving forces while rural areas will be linked by a supra regional alliance of responsibility. There is a contrary debate on issues like: How can growth spill-over to peripheral or rural areas (there are no economic theories to clearly base on), can it be relationship or will it be dependency and what can rural / peripheral areas probably contribute.

Within a demonstration project of spatial planning some regions try supra-regional alliances of responsibility in practice. Within my thesis I concentrate on the role of rural areas within such alliances. One thing obvious is that the rural areas haven't occupied this issue yet. The agenda-setting, project development etc. is done by metropolitan regions. Although it is doubtful if a spill-over of economic growth in general is possible it seems feasible to create social networks to connect rural and metropolitan potentials and thereby generate innovation and growth for both. The kind of potentials and issues of cooperation will be object of further survey in the next two months.

## ***Location of population-based services in France***

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Track 04: Global challenges for local and regional development

The service sector represents an ever increasing share of the French economy, with 74 % of total employment (trade activities included) in 2005. The service sector may be differentiated into services to firms and services to the population. This paper focuses on the latter.

The location of population-based services is directly tied to demographic change and residential location, but several factors may impact this relationship (e.g. commuting or tourism). These factors lead to a differentiation in the location of these services. Specifically, the research aims at exploring the size, location and location factors of employment in those services.

Based on data mainly collected from Insee and Unedic, the analysis is done at the functional economic area level (bassins de vie), and uses a combination of spatial typologies, shift-share analysis and regression analysis. Results show that population-based services represent over 50 % of total employment and are heterogeneously distributed across the French territory. Their distribution tends to follow the urban hierarchy, except for periurban and tourism areas. Location factors include the local structure of consumption and commuting patterns, whereas tourism employment is mostly related to local lodging capacity.

## ***Planning small territories in a larger Europe. Spatial planning as a learning process for sustainable regional development***

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Track 04: Global challenges for local and regional development

The enlarged European territory at the turn of the economic crisis is facing new challenges on the basis of a disciplinary and operative framework which is the consolidated one developed during last decades, while new risks and new opportunities are emerging.

Territorial policies at European level have pursued the coordination of sectoral actions, which usually produce unexpected effects, and the coordination of the different intervention levels (local authorities / national states / agencies). Some paradigms formed the theoretical basis: market economy and equal competition among territories; search for economic, social and territorial cohesion; vertical-horizontal integration (ESPD – Territorial agenda), etc.

The larger dimension of the European space, the stop to the approval of the European Constitution and the economic crisis define a new framework where local and global dimensions are facing in a new way. On the one side small territories are experiencing a hard confrontation with the market economy and supra-local visions, use of resources, infrastructure projects. On the other, the local dimension is emerging as a space where it is possible to detect new opportunities and to elaborate strategies and actions in a perspective of sustainable development.

In this context, territorial planning can be a crucial tool, which cannot be conceived as a blueprint but as a cooperative decisional process where different territorial levels and institutional and non institutional actors converge in order to elaborate strategies and actions. Regions play a decisive role balancing territorial levels as well as the institutions and actors involved. The key issue is the need to understand the change and assess the proposals and the effects of actions and planning must be a learning process.

The paper focus on the role of spatial planning in such regards on the basis of some cases of regional planning in Northern Italy. The aim is to detect the role of the planning process as a 'learning machine' (A. Faludi) able to understand new territorial conditions, to identify new resources and opportunities, to support the elaboration of innovative perspectives and the creation of cooperative networks among territories and actors.

## ***The Many Regional Development Trajectories of South Africa: Patterns and Critical Considerations of Past and Present Interventions and Intentions for Change***

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Track 04: Global challenges for local and regional development

South Africa is often clustered in the group of countries that are viewed as newly emerging economies alongside the likes of China, Russia, India and Brazil. This accolade is not unwarranted, with the country experiencing economic growth rates of between 4 and 6 % for more than a decade. And, even though this growth has shrunk along with the current global slump, it is still set to average around 2.5 to 3.5% over the next twelve to eighteen months.

While these national growth figures do suggest a country on a growth path that many other, especially developed countries, may envy at the present juncture, they do hide huge regional differences. More than 70% of the country's GDP is produced in four metropolitan city region areas that are highly connected to the global economy. Another nine regions/districts, closely linked up to these metropolitan regions, produce roughly a further 15% of national GDP. In contrast to this, thirty-two regions/districts produce a mere 15% of national GDP. These spatial economic patterns resonate strongly those of racial spatial distribution patterns: Regions of high growth are the areas in which the highest proportion of the minority White and Asian population is located, and the areas of low growth by and large devoid of these groups.

The ruling African National Congress-government, acutely aware of and deeply concerned about these regional disparities, has over the last fifteen years (since 1994, the advent of democracy) embarked on a number of initiatives to address this disparate regional economic growth picture. These interventions have as yet yielded only limited results, with places of high growth by and large remaining so, and the spaces of low economic growth often experiencing even lower levels of economic activity. These outcomes have of late seen a renewed impetus and a subsequent call for radical regional and rural development strategies that seek to direct public infrastructure investment and development spending to the areas of no and low growth. Many of these initiatives are little different to similar attempts by pre-1994 draconian colonial and apartheid government to ensure such change, but with very limited effect.

In this paper both the regional development initiatives of the last fifteen years and the recently proposed far more radical ones are investigated using commissioned research conducted for national, provincial and local government departments and NGOs since 1994 as backdrop. Use is also made of historical research by one of the authors for his PhD into such initiatives deployed in the pre-1994 period by colonial and apartheid governments to alter regional development patterns.

While dealing with the somewhat uniquely South African situation, the paper explores a number of generic regional development questions, such as (1) the power of the State (national, provincial/regional and local) in (re)shaping sub-national economic trajectories in a country of highly disparate levels of connectedness to the global economy; (2) reasons for (regional) economic success and failure; and (3) ways in which to more mutually beneficial link up lagging regions to regions of high growth.

## ***RDA experiences for the integration of economic development and spatial planning policies***

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Track 04: Global challenges for local and regional development

Regional policies have come into existence in order to produce efficient solutions to local society problems compatible with common principles and benefit of the whole nation. Main principles of regional policies are to solve the local problems at a closer level rather than national level and to balance the developmental disparities through the whole country. After the recognition of the need for an interface between national and local scales, many instruments have been put into practice. These instruments have been transformed in accordance with changing needs and conditions. Regional development agencies appeared as a result of this transformation process and since 1950s many different countries located in various geographies have hosted them. Still, they are effective instruments to mobilize indigenous values and assets, to increase the awareness of regional potentials and to establish communication and partnership networks among the regional actors.

In the first part of this paper, the theoretical background of the RDAs is explained. The second part deals with the integration of the economic development and spatial planning policies by analyzing the RDA experiences of England, Ireland and Poland and the last part assess the recent phenomenon of RDA formation in Turkey.

## ***Social segregation and space. How finally the most downgraded part of a city becomes the motive force of development of a whole conurbation. The case of the West part of Thessaloniki and its role in the development of the city from 1980 onwards***

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Track 04: Global challenges for local and regional development

Since 1980 Thessaloniki, like most cities in Greece, are experiencing restructuring at several levels: urbanization, economic crisis, deindustrialization, stagnation. Even though West Thessaloniki already consisted the most downgraded part of the whole conurbation, it concentrates today the biggest part of the productive base and plays the major role in the city's overall development via the productive processes located in it. This paper presents and analyses Thessaloniki's role after the war, the tendencies of evolution at national and Balkan level, the expectations and outcomes. Are examined West Thessaloniki's (i) collective means of reproduction (ii) residential structure (iii) historical evolution of productive base. These are compared to their equivalents for the Thessaloniki conurbation as a whole. The initial hypothesis, that West Thessaloniki represents the motive force of development of the whole conurbation could then be ascertained on the strength of factually grounded argument. If proven true, it should probe further inquiry into the insidious relationship between (planned or incidental) urban devalorization and developmental potential.

## ***Governing Resident Relocation through Economic Shifts: Example of the Housing Market Renewal Policy in England***

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Track 04: Global challenges for local and regional development

This paper focuses on demolition and resident relocation planned to remedy the effects of deindustrialisation in major English cities within the Housing Market Renewal policy framework. It examines the development and outcomes of governance strategies for relocation in period between 2002 and 2009, with special attention to micro (renewal of local sub-markets) and macro (global credit crunch) economic shifts.

In 2002, English government launched the Housing Market Renewal Policy with the aim to tackle the problems of severe urban decay and low housing demand in North England and the Midlands. In contrast to its precedents the policy proposed housing market restructuring based on highly localised strategies and local governance.

Within this framework, demolition of around 100,000 derelict properties has been planned. In order to assist intervention in the weak and failing housing markets, the sub regional partnerships – Pathfinders - developed an unprecedented number of innovative financial assistance packages aimed to help residents purchase alternative properties.

Based on detailed case study research, the paper argues that the high dependence on financial assistance for relocation (in forms of grants, loans and equity loans) made policy extremely sensitive to both micro and macro market shifts. Highly localized approach to policy design (and in particular to the relocation of residents) has led to the proliferation of a range of governance strategies that substantially differ over time and space. Consequently, the outcomes for the residents in terms of alternative property location, quality and tenure have been contrasting. The relocation results on sub-regional, local authority, project and household level have been inconsistent if not chaotic in form.

The paper concludes that the economic challenges for planners in the low demand or unpopular areas are far from understood. It is highly questionable if the lessons from the past assisted even this attempt of economy informed planning. The paper asserts that the main challenge for planners in the future will be understanding how market volatility influences planning tools they propose (e.i. relocation and financial assistance packages) and building strategies or alternative tools to overcome that.

## ***A Study on Revitalization Plan for a Mountain Resort Town in Ishikawa, Japan***

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Track 04: Global challenges for local and regional development

In recent global economy Japan has seen dichotomy of regional economy in which Tokyo and few other metropolitan regions are quite prosperous whereas other local economies are ailing. If this trends continues for the next decade, Japan's regional economies would fade out.

This study aims to focus on this problem and tries to propose counter-measures to revitalize local economy by taking a local community called Shiramine, Ishikawa Prefecture in Japan. We try to display a concrete scenario to promote the area.

Although the area is located about 40km from the nearby urban areas, it still maintains 1000 population and certain level of local economy. It has a hot spring spa, ski resort and moreover beautiful environment including historical buildings. We try to utilize these resources for tourism and relocation of urban residents. Currently, the area was under survey to become one of National Historical Preservation Districts and as a long term objective to be a part of World Heritage site. The local community is well aware of the problem and have made considerable effort to promote the area by starting the now well-known Snowman Festival about 10 years ago and marketing local products and culture. Designation of a National Historical Preservation District will be an added attraction to the area.

Through these local citizen's efforts, the community has learned to cooperate with universities in the region including Kanazawa Institute of Technology and gained expertise from professors as well as manpower of young students for the community improvement activities.

Shiramine is regarded as one of the most successful small rural communities in the country and has been awarded many national prizes. However, the national trend of extinction of rural communities has been accelerated in recent years. Thus, further efforts have to be made to clearly make the area a continuous success in revitalization.

We think the involvement of universities in the region is vital to the success and Shiramine, in this sense, has been doing quite well.

## ***Governance and development coalitions in airport regions: the models of Amsterdam, Frankfurt and Manchester***

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Track 04: Global challenges for local and regional development

As many metropolises search for creating competitive advantages compared to other urban regions, and this process of rescaling seems to be inevitable and the most economically rational step, international airports increasingly become important economic components of regional economic competitiveness. At the same time the shape and range of international airports is continuously changing in the era of globalization, transnationalisation, localization etc and as a result the impact of international airports increasingly goes beyond the airport territory itself. This increasing impact of and ambition for airport on the airport regions challenge regional planning. Airport regions therefore continuously search for innovative strategies to stimulate and coordinate the development of the airport regions as balanced development of infrastructure and business parks will be required as this is in the interest of all actors.

Though all airport regions face similar challenges and local development issues, the airport regions' approaches to planning differ as they are based on typical local and institutional systems. For example the airports of Amsterdam, Frankfurt and Manchester have very different models when it comes to ownership structures, land development models and infrastructure planning, while they all try to boost their regional competitiveness system. Central in this paper is the assessment of the experiences with balanced regional airport development in Amsterdam, Frankfurt and Manchester in their unique local institutional context. We will explore to what extent (infrastructure) planning and development is coordinated in these airport regions and to what extent this coordination is sustainable. Which model is the best?

The paper will be concluded some possible lessons the three airports could learn from each other's successful experiences to boost their regional competitiveness despite the difficultness of institutional transplantation.

## **Cross-jurisdictional Spatial Planning within Economic Development Corridors, Irish and Indian Experiences**

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Track 04: Global challenges for local and regional development

Most countries are preparing large-scale spatial development strategies to enhance their economic competitiveness and deliver more efficient sustainable responses to economic growth, social development and environmental concerns. The paper considers the intent of 'balanced and sustainable development of territory which poses daunting challenges for strategic planning and development based on cooperation among national, regional and local levels of government. Territories, including key transport corridors that span cross jurisdictional boundaries are more often than not competing with each other to capture a share of development and investment potential. Obtaining the consensus of key stakeholders needed to implement a sub-regional strategic vision, especially on a cross-border basis, is a dynamic process that necessitates integrated decision making, joined up governance, coordinated financial arrangements, and a partnership approach to delivery.

There is clear agreement within the research literature, which underpins the paper, on the need to better synchronize the intent of cross-jurisdictional spatial strategies and harmonise their components by further developing their cross-border elements through a shared agenda linked to joint project delivery and implementation which contributes to the strategic vision of the sub-region. Promoting voluntary cooperation between government departments, neighbouring local authorities and the business community can be achieved by demonstrating the mutual advantages of working in collaboration. Research evidence indicates that the most successful regional partnerships strongly depend on the ability of the local leadership, representing both the public and private sectors, to:

- Build coalitions based on complementarities
- Diagnose specific problems and interventions
- Identify collaborative projects and cross cutting themes
- Secure financing for joint actions
- Obtain local community and wider civic support
- Secure consensus on implementation and timeframe for delivery

The empirical section of the paper considers the spatial planning and development strategies which are emerging for cross jurisdictional, cross border areas within key transport corridors in Ireland and India. In the case of the former spatial planning is guided by the Regional Development Strategy (RDS) in Northern Ireland and the National Spatial Strategy (NSS) in Ireland. Each strategy provides a comprehensive vision of the intent to increase economic competitiveness and improve the delivery of infrastructure including essential public services. Based on a Framework of Collaborative Action emphasis is placed on the East Coast Economic Corridor where a cross-jurisdictional sub-regional strategy is being advanced for the Newry-Dundalk Twin-City Region. Set within a cross-border area in the post-conflict era, the Newry-Dundalk Twin-City Region is tentatively taking ownership of a challenging agenda that will guide the development of its territory and provide the context within which investments will occur.

Drawing upon international best practice the paper also assesses the comparative experience in India where National Capital Regional Plan 2021 AD aims to promote growth and balanced development of the National Capital Region of Delhi. The above aim is sought to be achieved through providing suitable economic base for future growth by identification and development of regional settlements, development of quality physical and social infrastructure, provide efficient and economic transportation corridors, promote sustainable development in the region to improve quality of life, minimise the adverse environmental impact, improve the efficiency of existing governance mechanism and adopting innovative methods of resource mobilisation to attract investments in the region.

The Irish and Indian experiences on cross-border cooperation indicate that developing collaborative approaches and sharing cross-border facilitates encourages harmonious and efficient spatial development which can help sustain the vitality of cross jurisdictional economies and their competitiveness. In both cases the paper will stress that economic competitiveness and efficient delivery of essential infrastructure including public service provision are dependent upon a new spatial planning dynamic based on central and local government cooperation, light sub-regional institutional structures, stakeholder consensus, coalition building, mutually agreed priorities, project implementation and delivery, and economies of scale solutions.

## ***Planning and plant closure: Lessons from the experience of Longbridge, Birmingham, UK***

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Track 04. Global challenges for local and regional development

The MG Rover works at Longbridge, Birmingham, closed in April 2005, prompting some 6,000 redundancies; the largest plant closure in the UK in 25 years.

The existing literature on plant closure focuses primarily on short term experience of individuals within the labour market. There is a need to consider also the longer term impact of plant closure, especially the capacity for local response and economic diversification.

This paper – drawing on findings of an ESRC funded research project – focuses on the policy response to the crisis in the immediate aftermath of closure and longer term debate on the disposal of the site.

The paper argues that there has been an institutionalised divide between a strategic, sector focused response (populated by national and regional stakeholders) and a local, spatially and socially focused response. This is true of the immediate policy response and the redevelopment of the site.

In the immediate aftermath of closure, the UK government established a 'task force' to find alternative employment for redundant workers and to secure the regional supply chain. Limited attention was paid to the impact of the closure on the locality (a deprived outer suburb) such as the displacement of unemployed residents and impact of closure on local services and social capital. These concerns have been a priority for the local authority and community and voluntary sectors. In respect of the future planning for the site, redevelopment is embedded in the logic of the regional development agency's 'Central Technology Belt' which prioritises modernisation of the West Midlands auto cluster and the diversification of the supply chain into knowledge intensive sectors over local employment and amenity opportunities.

The paper uses a variety of theoretical sources (multi level governance, spatial mismatch) to explore these divisions and inform lessons for future planning for plant closure.

## ***Geographically Targeted Urban Policies and the Complications of Space: Some Thoughts***

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Track 04. Global challenges for local and regional development

Geographically-targeted urban policies, or area-based initiatives (ABIs), have been, and continue to be, a major weapon in the government armoury when dealing with urban decay. If one considers the Urban Development Action Grant in the United States (Barnekov and Hart, 1993), Building Better Cities in Australia (Badcock, 1993), New Deal for Communities in England (Lawless, 2006), Kvarterløft in Denmark (Atkinson and Carmichael, 2007) or Zones Urbaines Sensibles in France (Délégation interministérielle à la Ville, 2008), it is clear that the modus operandi of government intervention in urban areas has been consistently spatial. However, given the open nature of space, the mobility of individuals (e.g. Cervero, 1996), and the potential for any positive impacts 'leaking' out of targeted areas (e.g. Turok, 1992; Shuttleworth et al., 2000), one has to wonder whether such methods are actually the right ones for promoting local economic development. This paper will not attempt to provide a definitive answer to such a complex question. Rather, it will attempt to take a broad view to situate ABIs conceptually and spatially and consider whether, given the vagaries of space and spatial interaction, they are actually the 'right medicine' (Winnick, 1966, 281). Such an analysis is aligned with one of many critiques which can be applied to ABIs. The paper is structured as follows. The first part more fully considers the spatial, temporal and theoretical context within which ABIs operate. Following on from this, the results of some empirical work is presented in order to draw attention to the inherent spatial complexity associated with area-based policy targeting. The penultimate section then considers these complications in more detail and presents a general framework for understanding them. The final part of the paper ponders the future for ABIs and asks whether in an international era of city planning and urban governance we are actually benefitting from policy transfer or whether policies that work in one place might not be appropriate in another.

## ***Urban Renewal in Tehran Metropolitan Scale: Glocal Approache and Criteria's***

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Track 04: Global challenges for local and regional development

Tehran metropolis has undergone a very noticeable change in the past two decades (1990-2007) in consequence of a series of urban renovation activities, while, on the other hand, such renovations have failed to keep an urban balance in the city, bearing paradoxical results. A giant load of investments in the form of dense and huge constructions not only has widened the socio-economic gap between the northern and southern districts, but also has given the metropolitan area an undesirable landscape. Heavy structural and populational loading as a result of recent investments have imposed even a higher pressure on different districts since the existing infrastructures prove insufficient for the new loaded population and constructions.

Granting such construction loading has been justified as a fundraising policy for the municipality in the form of 'Selling the Derogation in new Construction Density (Tarakom-Forooshi/Selling of Density)'. That policy derogated the urban construction codes under pretext of financing the municipality without any specific strategic objective for the urban areas development.

In this paper, the appropriate criteria and the necessary scales for analyzing different districts are discussed. We will see how the massive constructional investments in the past two decades without predicting and providing required areas and urban services, despite the modern view and appealing-to-the-public-taste (with high-rise apartment buildings in narrow districts), have caused an even more imbalanced growth and spatial segregation in Tehran. A bidimensional (Glocal) analysis of characters and deficiencies of different districts (local) in the metropolitan scale (global) reveals that the actual Tehran is a metropolis with polarized and detached North-South, deteriorated downtown tissues and isolated and unfavorable suburbs.

All these make the renovation process even the more complex. The Glocal analysis of all urban districts suggests a model for balanced development of the metropolitan perimeter. Based on this model, the urban management prioritizes its plans according to the requirements of each district, and organizes them within the framework of broader urban development policies.

### ***Planning policy and the funding of infrastructure***

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Track 04: Global challenges for local and regional development

Since the early twentieth century all UK governments have sought to develop a regime of planning legislation that has incorporated the notion of a mechanism for the state to capture increased land value as a result of its planning decisions for the overall benefit of the wider community. Therefore, the concept of a 'development charge' is not fundamentally new, rather it has been reconceptualised and rematerialised over the last century. It has been transformed from an ad hoc development tax to a coherent targeted mechanism of raising capital to deliver major public infrastructure. However, some problems remain unaddressed. The Community Infrastructure Levy (CIL) does not consider the variation in the ability of local authorities to implement a viable charging schedule. Moreover, the contribution of the CIL towards the funding of new infrastructure is likely to be limited in the current recession. There has been a significant decline in the number of applications submitted for major developments and numerous projects have already been deferred indefinitely. In light of this the government has announced plans to bring forward the funding and delivery of some major infrastructure projects to reduce the impact of the economic downturn. It is inevitable that some projects will be a greater priority than others, this will vary spatially. It is contended that these structural problems will exacerbate the 'infrastructure gap' in some localities thereby increasing spatial inequalities.

## Track 5 - Planning in multicultural societies

Track Chairs:

Francesco Lo Piccolo  
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The aim of this track is to explore the potential for, and constraints on, fashioning planning theory and practices which attempts to support more just social arrangements, particularly – but not exclusively – those which are associated with the promotion and sustaining of a multi-cultural society. We anticipate, and hope for, a variety of papers and sessions. A list which is by no means exhaustive would include papers/sessions exploring political/ethical issues and concepts; others considering issues of social justice in relation to gender, age, impairment, social class, sexual orientation and so on; and others considering multi-culturalism. In relation to the latter we take as our starting point the existence in contemporary Europe of a wide variety of cultural communities (i.e. groups of people having distinctive sets of values, beliefs and – to varying extent – social practices, which are important to their members' sense of identity worth and well being). Some of these cultural communities may, of course, be built around values and ways of life which are so anti-social as to make them unworthy of toleration or support, but – in any case and as a matter of fact – contemporary society is divided into a fragmented and diversified archipelago of minority and plural groups. We view these groups as socially constructed – i.e. as dynamic social phenomena whose boundaries shift over time, and whose salience in the lives of members and non-members varies over time and place: this view emerged within the debate on new social movements, highlighting the role of social and cultural elements in social changes, individual and collective actions and the organizational processes of local communities (Giddens, 1991; Melucci, 1989; Laraña et al., 1994). Yet, at any given time, European life is characterized by a complex mix of cultural communities. How then are we to plan in a way which recognizes the importance of different identities and ways of life? In contemporary debates about multiculturalism a number of approaches to, or models of, a multicultural society have been discussed (Taylor, 1992; Kymlicka, 1995; Alibhai-Brown, 2000). Their implications for planning have only partially been explored, and discussions of these matters within professional practice are not always well informed. This track looks for contributions which will address the planning commitments in a multicultural society and the planning implications of the different models of multiculturalism. The problems arising from this might be tackled in various ways changing from time to time from either repressive, or discriminatory to tolerant, inclusive or dialogical-communicative.

A key purpose of the track is to provide a basis for a discussion of the prospects of a planning practice which can foster social justice in circumstances of social diversity. One aspect of this is examining the governance frameworks within which planning is conducted (including juridical frameworks and traditions). While we anticipate that many contributors will explore some of these concerns in relation to Europe, we also welcome discussions which focus on other parts of the world, and particularly welcome papers which address track themes through exploring connections between European and non-European experiences and circumstances.

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## ***Innovation amidst degeneration: Local government policy and the prevention of violence***

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Track 05: Planning in multicultural societies

According to the World Health Organization (WHO), violence comprises self-directed harm; interpersonal violence committed by strangers, acquaintances and family members; and collective violence. UN-Habitat also includes urban insecurity, or fear of violence, as part of its Safe Cities Programme, and work done for the World Bank includes institutional violence and economic violence in the programs it addresses in its programs. Most international organizations, including the UN, WHO, and the International Centre for the Prevention of Crime, explicitly address the question of how gender affects both criminality and victimization, and all address violence that occurs in the private sphere as well as the public sphere. Yet despite this broad definition of violence and gender mainstreaming approach taking hold at the international level, most planning literature continues to focus on a narrow definition of violence and insecurity within a gender neutral theoretical construct.

This paper will report on the results of a three year research project in the State of Victoria, Australia, which sought to explore why there is such a policy divide in the prevention of violence in the public and private spheres. The research project worked with four local governments to help develop local and state government policy that could address all forms of violence. While some excellent community-government partnerships have accomplished innovative policies and programs at the local level, and violence against women has obtained a higher policy priority at the state level, there still remain large barriers to integrated violence prevention policy.

## ***Efficiency of Urban EU founded programme in the activation of new multicultural entrepreneurs and lifestyles in Palermo***

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Track 05: Planning in multicultural societies

The aim of the paper is to analyze in which way the Urban programme has become a success in a particular area of the city of Palermo. The area in question is known as 'Olivella' and it is located in the historic centre of the city. In this area the Urban programme started, in the 90's, a process of revitalization of commercial activities. According to this mission, the Urban programme nurtured and developed a very particular condition of multicultural small entrepreneurs.

The paper will describe the reasons of a 'success story', through the following methods and steps: analyses of the context; spatial analyses, in order to let understand the particular condition of the city and its historical centre; qualitative research (interviews to local entrepreneurs) in order to analyze the characteristics and the ethnic distribution of economic activities in the area and, moreover, in order to 'tell the stories' behind the business. This latter aspect is particularly significant, not only in the perspective of multiculturalism, but also due to the fact that not all the policies of the Urban programme got the same level of efficiency in other areas of Palermo.

## ***Tackling Segregation is all about Community Cohesion and Regeneration***

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Track 05: Planning in multicultural societies

In 2001, civil unrest erupted in England's northern mill towns. Since then there has been much academic discussion in Britain on ethnic segregation. The inquiries following the unrest concluded that white and British Asian communities were living parallel lives. This was seen to be a failure within the communities and of social policy. Segregation was cited as a contributory factor. Moreover, in 2005, Trevor Phillips, the chairman of the Commission for Racial Equality, warned that Britain was sleepwalking into racial segregation, with white, black and British Asian ghettos dividing cities. To tackle the segregation problem, central Government introduced the policy of community cohesion to develop a better understanding of shared values between all origins of race and thereby celebrating ethnic diversity in Britain. At the heart of the Community Cohesion plan is Regeneration, as Central and Local

Government perceive Regeneration to be a key element in tackling the segregation problem. The aim of this paper is to explore the establishment of Community Cohesion within the context of Regeneration and how it has impacted on society. This paper uses Oldham in Greater Manchester as the Case Study example.

### ***Court of (In)Justice: public spaces as contested ground for equity and integration***

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Track 05: Planning in multicultural societies

Ethnic minority groups not only live the city in their own time and manner, but also develop different forms of spatial organisations. In terms of urban dynamics and the uses and transformations of city public spaces, the implications are many and problematic. Ethnic minorities have distinctive cultural and religious outlooks which can affect the way they wish to use the built environment. Consequently, ethnic groups tend to make different uses of, and different demands upon, the local urban environment. The existence of these needs leads us to criticise the narrowness and the unitary character of our planning models and policies.

The aim of the paper is to explore these issues through a peculiar and significant case study, which refers to the multiple uses of a very particular and new public space in Palermo; this space has been projected and realized for the new Court of Justice. This public place shows many particularities and really various uses in the different hours of the days: in the morning is the 'city of Justice' with judges, lawyers and a lot of people talking and moving in the public space for their professional activity and legal disputes. In the afternoon the same place becomes a playground for children and a place of meeting for the foreign communities. This happens particularly for three reasons: the localization of the new Court of Justice, the connections with the historic texture of the new architecture and the particular security of the place. Regarding the localization, we can consider that the new Court of Justice is close to a typical traditional market of the historic centre, which hosts a significant percentage of ethnic communities. Considering the architecture of the new building, we have to highlight that there are not gates and there is a continuity with the near alley: this situation is really different in comparison with the old Palace of Justice, which is in the same area of the newest. The most important aspect that defines the public space around the new Court of Justice as a place of integration is the sense of security: the project is characterized to be exclusively a pedestrian zone, so that the children can be free to play in the most various ways while the parents stay together augmenting the sense of community. Along with this, the continuous and integrated presence of police assures a strong feeling of security.

In recent times, most of the informal uses of the space are, nevertheless, forbidden, in particular those concerning ethnic communities. The basis of this paper is the conviction that the multiethnic issue closely concerns a re-thinking on the use and control of public spaces: in fact, new demands and new forms of possible conflicts also emerge. A hard task concerns planning to define and promote specific urban policies; for the most part urban policy initiatives fail to acknowledge the specificity of ethnicity and remain largely ignorant of the needs of ethnic communities.

### ***Cultural Impact Assessment in Urban Planning***

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Track 05: Planning in multicultural societies

Immigration has become a remarkable and a constant phenomenon also in Finland. Most of the immigrants have moved to the Helsinki metropolitan region where the number of immigrants has risen rapidly during the last 15 years. In international comparison, the number of immigrants is still low but it is evident that the region is heading towards multi ethnic future. The emerging multi-ethnicity or the existence of transnational identities is not, however, fully recognized in Finnish urban planning. It can be argued, that planning practices are still carrying a nationalistic idea of planning for (and with) 'The Finns' alone. This situation is open for urban ethnic conflicts and due to this there is a need for participatory planning practices which are able to reflect diverse cultural identities, needs and ways of living. In this presentation it has been suggested that cultural impact assessment (CIA) could be utilized as a way of rising the awareness of planners on importance of ethnicity and cultural differences in our cities.

## ***Urban Policies in Multi-Ethnic Contexts: The Italian Experiences between 'Tradition' and 'Innovation'***

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**Track 05:** Planning in multicultural societies

In recent years, the international debate on planning in multi-ethnic contexts has explored ways of looking at the immigrant groups as a resource for the vitality of urban life and economy. It has been argued that it's time to move from 'traditional' ways of interventions which look at ethnic diversity only as a problem, to 'innovative approaches', able to recognize that the immigrant groups could be also a source of innovation, creativity and entrepreneurship (Landry & Wood, 2008). In this [sometimes rhetorical] perspective, a shift from some typical repressive planning forms of intervention (Yiftachel et al, 2001) to more inclusive practices is encouraged.

The paper examines the tensions between tradition and innovation in planning practices carried out in multi-ethnic neighborhoods, analyzing a number of experiences in Italy.

Even if based on the international debate, the peculiarities of the Italian context have to be considered. In particular, it's important to underline that the quite recent discovery of the 'urban policy approach' – based on integrated and area based initiatives, able to move beyond the boundaries created by professional disciplines, bureaucratic structures and government divisions, and to involve the local communities pursuing forms of empowerment (Cochrane, 2007) – has led the public administrations to consider these forms of intervention as innovative and good tout court, sometimes without exploring in depth all their outcomes.

The paper aims at render problematic this assumption making a comparison between some case-studies, and exploring if and how the supposed traditional/innovative forms of intervention can be differently mixed in multi-ethnic contexts to reach objectives of exclusion and social control, as well as of inclusion and local development.

## ***Comparative Evaluation of a Regeneration Project for Culturally Diverse, Historical, Inner-City Area of Istanbul; The Case of 'Sulukule Regeneration Project'***

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**Track 05:** Planning in multicultural societies

Recent years, cities of Turkey have encountered several regeneration projects in different parts of cities such as industrial areas, inner city areas, historical areas and squatter areas. Some of regeneration projects are contradictory and have been encountered many discussions. Most of the discussions are about the projects located in the Istanbul City Region, which is the biggest, multi-cultural and metropolitan city of Turkey. Sulukule Regeneration Project is one of the contradictory regeneration projects of which location is in the inner-city areas of Istanbul and in the historical settlement of Istanbul, and the project area is also one of culturally diverse areas of the city. Thus, aim of the study is to evaluate Sulukule Regeneration Project by its contribution to spatial, economical and cultural issues of the problematics of project area. As a comparative method, the project has been evaluated by comparing it with an alternative proposal for the project area; namely, Sulukule Social Development-Economical Development Plan and Spatial Development Strategies. The study has four main parts, first part is about general information of Istanbul City-Region and development of city macro form and city center in relation to project area. Second part of the study is about general information of project area and historical development of project area. As regeneration applications differentiate according to local characteristics, the third part is brief information about general conceptualization of regeneration projects in Turkey. Fourth and last part of the study is comparative evaluation of proposed regeneration projects for the Sulukule area.

## ***Regional Cultural Traditions and Urban Development: the interventions at an immigrants' leisure space – The Sao Cristóvão Market, Rio de Janeiro, Brazil***

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Track 05: Planning in multicultural societies

During the 1940s, coming from the Northeast with the hope of finding a job and improving their livelihood, waves of immigrants disembarked from trucks and buses in Rio de Janeiro, at the São Cristóvão Square, in an industrial neighborhood next to downtown. In the surrounds of the large square service firms burgeoned as vehicle repair shops, stores, cheap hotels, and restaurants. Informal labor brokers put the newly arrived on the way to the building sites of the post-war real estate expansion in the rich southern part of the city.

The migrants also gave birth to a street market where vegetables, fruits, spices and other products, including long playing discs from the Northeast and North, could be bought. On Saturdays and Sundays the area became a space of encounters, sociability, and integration of the Northeasterners among themselves and with the city.

Stands and improvised tents offering regional dishes, music, and *literatura de cordel* (traditional little books written by popular poets) created a social-cultural and morphological space which helped many to remember their hometown open-air markets. As time went by, the Feira (market) de São Cristóvão, also called Feira dos Nordestinos (people from the Northeast) begun to involve other social segments of the urban society, becoming a tourist attraction, for its originality and cultural, gastronomic, and musical vitality.

In 1966 a pavilion, built to host the International Trade and Industry Exposition, occupied the center of the large square. In the 1970s, expressways connected the area with the south zone the city. These interventions reshaped the landscape and uses of the neighborhood. Nevertheless the market survived and continued extending its popularity among immigrants, Rio de Janeiro's inhabitants, and tourists, spreading its stands and tents along the pavilion.

In 2003 came a new and decisive intervention: the Municipality, after hard negotiations with the market association, decided to build new stands inside the reformed pavilion and to forbid all activities outside it.

Building on evidence from ethnographic field work, the paper focuses on the sociability and cultural practices of the market habitués and seeks to identify the views about the market's evolution of stands' owners, musicians and customers. Particularly, the paper addresses the way different groups assess the new market space resulting from the changes introduced by the governmental intervention. Issues like cleanness, security, accessibility, economic sustainability, and others appear as part of the main discussion about the survival or disappearance of spontaneity and regional cultural traditions – food, music and poetry.

## ***How do Turkish migrants locate themselves in the streetscape of Amsterdam in relation to public of the city?***

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Track 05: Planning in multicultural societies

Many studies have suggested that public space of the city has a role to generate interactions between strangers which might result in tolerance between different urban life styles. For example, Lofland, in her book 'A World of Strangers' argues this feature of public space as an essence of urban public life being characterised by a balance between intimacy and isolation (private-ness) and being highly inclusive, accessible (public-ness) (1973, p. 66-71). She argues that there is a spatial ordering of public space distributed from private-ness to public-ness, and through this ordering urban groups live with and in relation to each other.

Stemming from this argument, this paper questions how a marginalized urban group- Turkish migrants locate themselves in the streetscape of Amsterdam in relation to public of the city. Here, I particularly focused on the street, because it forms the basic core of all urban public space by which everything linked to everything else (Marshall, 2005, p.144). I've chosen Turkish migrants as case study, because they are assumed as one of the urban group who tend to have less contact with other urban groups in the Netherlands.

The paper firstly presents outcomes of a study in Amsterdam which investigates spatial ordering of the streetscape of the city through morphological, functional and temporal analysis and comparison of the chosen case streets. Secondly; it argues the relations between this ordering and locations such as shops, organizations, religious places, tea houses which are 'exposed' as 'Turkish institutions' through any kind of sign (such as language) in the case street. Through this analysis, the paper aims to contribute to the public space studies which investigate the role of public space to support and enhance relations between different urban groups.

## ***The use of the night in a multicultural city***

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Track 05: Planning in multicultural societies

Within the context of a project about the night in the city is being developed an area of study referring to the use of the night in a multicultural city as Lisbon.

Due to its natural and climatic characteristics and also to the cultural characteristics this city has a night life with the ability to attract people.

This study aims to know and characterize, in architectonic and urban terms, the spaces used by the different cultural and ethnic groups and those more integrated where the whole of the population meets.

The objective of this research is to help the management of the city during the night whether in terms of security or in terms of transports as the city has areas that are quite segregated.

Inquiries are being held in order to enable a better knowledge of the reality.

This paper will present the first results of this research.

## ***Integrating the Poor in the City Through Housing Policy: A Case of Post-Apartheid South Africa***

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Track 05: Planning in multicultural societies

Integrating the poor in the city is a critical aim of housing policy in South Africa. The apartheid government's urban spatial policies physically placed people of colour in the peripheries of cities while its political, economic and education policies served to further marginalise them. Thus, uniquely, at the point of achieving democracy in 1994, poverty was articulated along racial lines in South Africa, and the post-apartheid urban integration theme was also about racial integration. For post-apartheid policies to have legitimacy, they therefore needed to restructure the apartheid city and redress the prevailing unequal access to the city. Housing policy was seen to be at the centre of such restructuring.

There is however consensus among many urban analysts that the poor, despite over a decade of post-apartheid housing policy implementation, still live at the edges of the city and of opportunities. This paper interrogates the elusive nature of an integrated city in South Africa, and explains why post-apartheid housing policy has failed to integrate the previously marginalised in the city.

Some policy ideas are emerging out of such failure, including inclusionary housing; a policy emphasis on the harnessing of the asset value of housing with a view to addressing housing affordability; a financial sector charter that favours down-market access to credit; and a departure from the development of monofunctional residential spaces populated by only the poor, that are both unresponsive of local economic development and unsustainable. The paper evaluates the extent to which these policies can better achieve the integrated city goal. It concludes by demonstrating the complexity of integrating cities in which a history of social and racial segregation and present economic realities of those seeking to be integrated must be addressed simultaneously.

## ***Critique of Basic-Needs Ideology in Aid and Development***

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Track 05: Planning in multicultural societies

This paper is a critique of the persistent ideology of 'basic needs' in development aid discourse. While conducting fieldwork in irregular settlements in Kabul the author observed Afghans taking great risks—including knowing sacrifice of their long-term health—in order to fulfill other human needs such as access to information, social affirmation, and spiritual development. 'Basic needs' is a term derived from Maslow (1943) and represents the lowest-order needs in his hierarchy. In Maslow's terms, Afghans were pursuing higher-order needs including what he called 'self-actualization' without any assurance that their basic needs would be met. Observed behavior of Afghans living under conditions of extreme deprivation suggests that the assumptions of the Basic-Needs ideology is flawed, and the

prioritisation of development aid needs to be fundamentally reconsidered.

The first method of reconsideration is to trace the genealogy of the ideology. With origins in Marx's materialist arguments, Basic Needs was incorporated as a concept into development and aid discourses in the mid-twentieth century. At the time these discourses were framed within positivism, a framework which assumes an objective reality and uniform time and space. Though these ideas were borrowed from physics, they were mapped onto the social as a belief in universal historical time and universal social space. Basic needs, within this framework, are considered universal goods. At the same time, aspects of cultural difference which are considered context-specific cannot be theorized with the same absolutist confidence, and are therefore demoted as priorities. In terms of cultural difference, it is considered easier to provide drinking water than to provide opportunities for worship in an unfamiliar religion. Within a positivist framework, 'Basic Needs' are inherently cross-cultural, while the higher needs are not. Planners have been critiquing the positivist framework for more than thirty years. Recent theorists have made important progress in developing alternative frameworks, especially the 'planning across difference' framework. However these new theorizations are only beginning to be applied in 'development-aid' settings. This analysis suggests that some of the most basic assumptions in the design of aid and development projects need to be rethought.

### ***Urban Planning in developing societies***

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Track 05: Planning in multicultural societies

The updating of the urban development plan for one of the sixteen boroughs (delegaciones) of Mexico City offered a good opportunity for reflecting on the limits and possibilities of current planning methodologies and the need for new approaches more fitted to address the social diversity of the residents of the borough. The borough of Alvaro Obregon is located on the western side of Mexico city a good part of it over the lower slopes of Sierra de las Cruces. Within its territory coexists the most acute contrasts of living conditions of Mexico city as a whole. Topographic configuration works as spatial device for social differentiation giving place to an intricate pattern of land occupation where the vertical dimension plays a major role as differentiator. Building over Bourdieu's notions of 'distinction' and 'habitus', Habermas characterization of the 'system and the life-world' and Harvey's 'time-space as source of power' we discuss the limits of current planning practices and the need for an approach that recognizes social diversity and the ways power is exercised as the basis of a renewed planning approach.

### ***Business Competitiveness in Muslim World: Role Of Governance And Higher Education***

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Track 05: Planning in multicultural societies

The main objective of this study is to compare Muslim countries with the rest of world in terms of the effectiveness and efficiency of the factors of competitiveness. Another objective of this paper is to determine the factors of competitiveness of the nations. The study has also assessed the impacts of improvement in political and corporate governances of the institutions, technological advancement and higher education on the business competitiveness. The World Competitiveness Index constructed by the World Economic Forum and World Bank's statistics on aggregate savings and Investment were used to estimate the regression parameters. It was hypothesized that Muslim world is significantly different from the rest of world in terms of the effectiveness and efficiency of the factors of competitiveness. The role of innovations and knowledge creating activities in determining of business competitiveness was not found statistically significant in Muslim world; it was highly significant in case of the rest of world. It was concluded that investment and technology readiness affects the competitiveness in Muslim countries in different ways. It was recommended that Muslim countries should improve their governance of the corporate and political institutions and the higher education to achieve the efficiency and higher targets of competitiveness.

## Track 6 - Participation and Governance

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Planning, Participation and Governance.

institutional fragmentation; multiplication of agencies and complex webs of relationships; breakdown of established networks; disparity of powers and responsibilities across different tiers and departments of governmental and non-governmental bodies; increasing role of market forces in the spatial distribution of development; and, confusion over 'who does what'. Against this background it is understandable that, more and more, spatial planning is looked upon as spatial governance. Governance might be intended just as the ecological adaptation to complexity or as the devising of a new form of societal participatory guidance. If we take that stand then effective spatial planning can only take place if it is connected to civil society through wider governance mechanisms. A main challenge becomes the creation of effective governance capacity in the midst of an increasing diversity of actors, institutions, and interests. The recognition of the significance of governance capacity, and of the value of a wide range of actors in forming that capacity has led to the expansion of policy making space and engagement of actors. In terms of spatial planning processes, actors may be drawn from beyond the boundaries of the formal institutions of government, spread among public, private and voluntary sectors, and, in the case of large metropolitan areas, straddle the boundaries of different political and administrative jurisdictions. In situations where formal government systems are ineffective or lack respect, fragmentation and diversity is also experienced, often in very acute forms. We fully realize that this includes a clear and persistent call upon the civil society for a renewed civic engagement and this track looks for discourses, episodes, cases on emerging governance capacity (a strong and active civil society) of places. This track looks for practices mobilizing a broadly-based effort to introduce more effective spatial planning and how this may help to build better governance capacity and sufficient state capacity and resources at different levels. Cases that create favorable conditions to enable effective governance and collective spatial action.

### ***Joined-Up Planning: rowing in the same direction***

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Track 06: Participation and governance

Contemporary land use and natural resource managers in many regions are commonly confronted with an array of unconnected plans and policies representing a wide variety of separate interests and agencies. Essentially, these circumstances make it impossible to achieve a holistic approach for the region's overall management requirements and priorities.

Throughout Australia, the responsibility for statutory planning remains with the States who have largely delegated this responsibility to Local Government. In many instances, local government planning is overarched by a layer of regional scale planning which may have been undertaken by the State Government, a collaboration of local government or a combination of both. Additionally, various State agencies also have their own specific planning processes in place. Add to this the emergence of regional scale NRM planning and the end result is a plethora of plans at the regional scale, most of which have been prepared in isolation, for specific purposes, and largely unaligned.

Against this background, evidence is emerging that significant sustainable outcomes can be achieved at the regional scale. Regional scale planning offers a unique set of opportunities in this regard and considerably more opportunities if plans are aligned and operationally linked.

This paper will case study the South East Queensland (SEQ) region, the fastest growing metropolitan region in Australia, to highlight the challenges of the surge in strategic planning interest, especially at the regional scale. SEQ's first regional plan of statutory subsidence was produced by the State Government, in partnership with Local Government, in 2005. Interestingly, at that time, there were a number of other regional scale planning initiatives underway, including a number of regional NRM plans. These were never brought 'into the fold' of the new statutory planning process at that time but attempts are currently underway to align a number of the key plans.

The paper will review the emergent trends in these strategic regional scale planning processes with particular regard to NRM issues at the regional scale and in particular, the relationship between NRM and the embedded concept of the 'regional landscape'. Using NRM as a key focal issue, the paper will address the vexed subject of 'joined-up' planning and the imperatives associated with that intention. These horizontal alignment initiatives will be given a

vertical dimension with the combination of research outcomes of the Environmental Planning Group of the former Coastal Cooperative Research Centre which examined the integration of regional NRM plans with the statutory and non statutory planning of Local Government.

The emergent moves towards values-led planning approaches will also be addressed, especially the matter of science based planning and its current status within the SEQ regional and local planning spheres. The paper will discuss the current initiatives in this regard and focus on the strategic and institutional linkages necessary to affect this intention. The paper will conclude with a focus on the opportunities presented by the advent of the regional NRM Plans, the establishment of a statutory regional planning process, and the opportunities that these initiatives present for 'Joined-up' planning. It will conclude with a suggested way ahead that can move the generic regional planning process towards a 'joined up' planning regime that is aimed at facilitating improved science based planning across regional and local scales. The intention at least, is to have the major regional stakeholders rowing in the same direction.

### ***Urban regeneration and alternative participatory practises in France: components, benefits and limits***

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Track 06: Participation and governance

This paper aims to examine alternative forms of participatory governance in urban regeneration projects in France. Regardless of a common and national belief in general interest, French participation practices (in other words, 'concertation') are not as preponderant as it can be in countries such as Great Britain. Even if participation is legally compulsory, local councils are free to define their participation disposals. The trajectories of participation are heterogeneous, depending on politicians' visions and policy agendas but also on local population's capacities of mobilization. Most of the time governance patterns can be summarized by a couple of thematic and general meetings, compiling presentations of the aims, the contents of the projects and several debates.

However, alternatives policies and practices can be identified. As they do not fit the pattern of traditional participatory governance, they allow an interesting and comparative discussion on their components, benefits and limits. This communication will be focussed on two particular case studies of participatory systems, implemented in industrial brownfields regeneration processes. In both cases, I will insist on the new role that can be given to 'transient actors' (i.e artists, cultural or economic actors, temporary users...) in order to analyse new configurations in the understanding and the practice of participation. Thanks to the contribution of the theory of urban regime, I will in that sense enhance the informal partnerships that could (or not) emerge between City hall and downtown elites thanks to the various resources raised (Stone, 1989, 1993). Then I will examine their consequences on the regeneration projects and more largely on spatial planning.

The first case, 'Bouchayer Viallet' in Grenoble, relates to the renewal of an industrial tenement in a mixed use project. It allows a critical analysis of the impacts of an extensive participatory system implemented in order to regulate conflicts and appropriations led by transient actors. This participatory disposal is developed by public actors in order to pacify and control opponent coalitions that contributed to mug up proposals for a couple of years. It finally leads to a pseudo negotiated local mixed used project devoid of any catalyst functions that can be compared to consensual but minimalist planning.

The second example examines the regeneration of an ancient tobacco manufacture and its surroundings in a working-class neighbourhood of Marseilles, 'la Belle de Mai'. It analyses the elitist governance system, between public and cultural actors and the owner, implemented in a crisis city excluding any kind of participation with the local population. Strategies and negotiations have led to the rise of a major cultural project included in the national regeneration project 'Euromediterranée' covering 310 hectares of derelict areas. However this segregative participatory governance assimilated to an opportunist planning scheme goes in pair with an extra local project disconnected from its local surroundings.

## ***Participation, Social Capital, and Urban Displacement: A Study of Post-Eviction Resettlement Success in Kurasini, Dar es Salaam***

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Track 06: Participation and governance

This paper examines whether gains in social capital arising from social movement participation influence success in resettlement following urban evictions in Tanzania. At a time when the United Nations and other international organizations increasingly advocate participatory and community-led solutions to development challenges, this paper investigates whether participation in such efforts benefits individuals coping with displacement. We specifically investigate whether social capital accruing from participation in a grassroots movement of slum dwellers accounts for differential success in securing post-eviction housing and employment, or whether pre-existing variation in human and financial capital might instead be responsible for these differences.

The paper presents results from two seasons of field interviews with 102 slum dwellers in Dar Es Salaam, Tanzania and tracks interviewees through their eviction from one of the city's longest established slums. The research adopts an 'analytic narrative' framework, melding formal and narrative approaches and quantitative and qualitative methods. By combining formal hypothesis testing with detailed analysis of interview transcripts, this approach enables a more blended picture than would be possible through either approach alone and provides a more structured framework for understanding and evaluating personal accounts of resettlement.

This paper seeks to fill several gaps in the literature as well as inform policy. While research has been conducted on social movements in the developed world, those in Africa and particularly those emerging from the grassroots have been little studied. Likewise, this research contributes to the literature on urban displacement and evictions by following interviews through the eviction process, something that has seldom been done. Finally, the paper intends to contribute to discussions over the role of community-led and participatory approaches to land and housing governance in the developing world. In the face of limited government and institutional capacity to deliver on policy outcomes, increasing hope has been placed on grassroots groups and social movements to serve the needs of the poor where other groups have been either unwilling or unable to do so. This paper investigates whether engagement in such movements is likely to benefit participants facing displacement and resettlement.

## ***Multi-Actor Collaboration and Co-ordination as a Planning Tool***

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Track 06: Participation and governance

In my doctoral thesis (2006) I have studied historical development and mutual relationships of planning theories, the Finnish planning profession and the planning culture in Finland. I found that the gradual change of a scientific paradigm from positivism to constructivism can be seen parallel to the phased development of planning theories from the physical planning paradigm to the rational and the communicative planning paradigms. Simultaneously, the ideas among sociologists about professions and their roles have changed. In my study I found that, in the twentieth century, the role of the Finnish planning profession has come a long way from 'the value-free guarantor of the Common Interest' to a reflective and a liberative actor in planning. The professional field of tasks has broaden considerably. Besides substantial skills, planners must master different procedural and communicative skills. These demands planners have got through variously. However, it must be noticed that the change of the professional role and jurisdiction has not ended but it is still going on.

In the present sociology on professions, as one of the main characteristic of a profession has been defined a jurisdiction to define, control and solve certain (social) problems. Also, there is an assumption of a continuous competition between professions for these jurisdictions.

At present, professional action in general is faced by the fact that many large scale social problems can not been solved by a single profession. Neither can they been solved under a leadership of a single profession. What is needed is broader social collaboration and co-operation.

In the Helsinki Metropolitan Area these problems have risen concerning to planning and housing. Helsinki is Finland's capital for business, education, research, culture and government. Some 70% of foreign companies operating in Finland have settled in the Helsinki Area and this has caused pressures for housing. Besides, the immigration of rural residents has made it one of the fastest growing metropolitan areas in Europe. Severe problems are urban sprawl, homogeneity and one-sidedness of the housing production, few developers, the dominance of private ownership of apartments, lack of rental apartments, expensiveness of living etc. No single actor or party can solve these problems alone.

Different parties on the area faced by same problems, there is a serious endeavour at solving these problems in a

fresh way. In a Research and Development project 'URBA, The Future Concepts of Urban Housing' there is a new model of multi-actor co-coordination under development. In this model or method, drawing on activity theory and developmental work research, different actors together aim to develop new housing concepts. These concepts can be physical (spatial) or but also new ways of industrial production, finance, taxation, marketing etc. Actors in this model are planners, architects, legislators, administratives, building companies and developers, financial and fiscal experts, representatives of NGOs and researchers. All actors have committed to one –year co-coordinative work which will aim to create a network, develop a common language and - last not but least – find a common target for action. Still, every actor are supposed to gain some special benefit from committing.

In my paper I will describe multi-actor co-coordination work in the Helsinki Metropolitan Area as a case study. I will also discuss about the meaning of the co-coordination work when re-thinking the professional role of planners. Conclusively, I will discuss about the meaning of networking and collaboration as a prerequisite for professional action.

### ***Empowerment of women through participatory planning in Kaymakli***

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Track 06: Participation and governance

Recent theoretical discussions on urban planning focus on the participation of the civil society to the planning process. These discussions accept planning as a democratic process in coping with the problems of the city. The practical applications of these theories have transformed cities as the arenas of interaction, dialogue and collaboration.

This study argues that participatory planning processes can help catalyze the community for social change in the cities. To illustrate this, I use the empirical consequences of a particular phase of Kaymakli participatory planning process for empowerment of women. Kaymakli is a small agricultural and tourist town in Cappadocia in Turkey which is an internationally well-known cultural region. On the contrary to its cultural advantages, the closed and conservative social system in this town generates gender inequalities in the economic and social life.

This study represents the stages of a two-year long participatory action research project initiated by a local civil association in collaboration with the Municipality of Kaymakli. This study presents the three phases of this project that aims at empowerment process of women living in Kaymakli. The first phase focuses on uncovering the problem of gender inequality in the town. The second phase is based on the practice-based training programme that activates the local knowledge and capacity for social and economic empowerment of women through collaboration. The last phase includes the affects of the programme on collaborative capacity of participants and the consequences of empowerment projects that put into action.

### ***Trust as a central concept in planning research & practice***

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Track 06: Participation and governance

Planners nowadays recognize the importance of the involvement of local inhabitants, interest groups and other stakeholders as vital partners in planning processes. With the involvement of a growing number of different parties planning processes have become much more complex. A whole range of new collaborative or participative approaches are discussed in response to this growing complexity. Trust is increasingly recognized as one of the most important mechanisms in these processes and as such gaining more and more attention in both planning research and practice.

The attention towards trust as a mechanism for planning originates from organizational sciences, where it has been part of scientific discussions since the late 1970s. In this discipline, trust is seen as an important mechanism in and between social units (from a household or family to organizations and institutions). Even though there is much recognition of trust as an important concept in planning, only a few authors have elaborated on the role of trust in planning processes.

Trust as a mechanism in planning practices is a complicated concept to explore and to work with. Trust is thoroughly interrelated with a wide range of other concepts, like uncertainties and risks, flexibility, openness and vulnerability, expectations, contracts and control and power and independence. In the paper I will show how these interrelated concepts can be used to study the role of trust in planning practices.

A comparative study of two planning practices in the Netherlands and in England is used to illustrate the difficulties and possibilities of studying trust and to elaborate on the possibilities to use trust as a mechanism in planning practice.

## ***The real costs of city governance and stadium construction for the 2010 Soccer World Cup***

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**Track 06: Participation and governance**

Over the past two decades in South Africa and in developing countries throughout the world, there has been an increase in the number of megaprojects (large scale infrastructural projects) that have been planned and implemented as part of national and regional industrial development strategies and/ or to cater for specific needs such as major international sporting events. Many of these megaprojects receive a large proportion of public funding. Flyvbjerg and his research associates (2003), have, over a period of years, explored various aspects of megaproject policy and planning. They have identified as a major problem the pervasive misinformation about the costs, benefits and risks involved in megaproject development. Negative consequences of such misinformation include cost overruns, benefit shortfalls and waste. The cause of such misinformation has been explored and explanations uncovered by the researchers are primarily political and economic. Project planners and promoters deliberately misrepresent costs benefits and risks to increase the likelihood of their project being funded and approved above the competition's. As a result, more often than not, the most misrepresented instead of the best projects obtain funding. This misinformation is particularly pernicious in developing countries where funding is limited and where governments and societies at large can ill afford such waste. Money wasted on white elephants could very well have been used to alleviate absolute poverty and deprivation instead. This paper uses the cost overruns incurred by host cities in stadium construction and transport infrastructure for the 2010 Soccer World Cup in South Africa to explore the above issues. It reveals the dire nature of the cost overrun and the lack of serious government debate around the spending in a context where basic needs of the poor have yet to be met. Using Durban South Africa as a case study it highlights the lack of public participation, the over commitment of public funding and the dictatorial decision-making processes of local government related to the 2010 project. The paper suggests that more involvement of local communities, greater use of public private partnerships, and a minimum amount of financial due diligence may have led to a more positive outcome of the 2010 project for host cities.

## ***Agonism and Institutional Ambiguity: Ideas of democracy and the role of participation in the development of urban planning theory***

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**Track 06: Participation and governance**

Theories of urban planning have evolved through phases in chronological order, with each theory adopting distinct ideas of the meaning of participation and of what constitutes legitimate knowledge. Likewise, these theories relate to different interpretations of the essence of viable democracy. Subsequently, the role of participation is defined in unique fashion. The most fundamental difference between the perceptions of democracy and the planning theories is in the ideas of how, when and in which ways conflicts are constituted, mediated and resolutions attempted. The article states that the recognition of the embedded consequences of the accompanying democracy ideal is paramount for planning theories and participation practices alike. Thus, in order to identify the state-of-the-art of public administration, and to provide practicable solutions, planning theories need to draw parallels with democracy theories. In the last instance, participation deals with the fundamentals of urban self-comprehension - and the roles of citizens, civil servants and elected representatives in constructing the knowledge base for this understanding.

## ***Becoming a spatial planner in England: the practical work of renewing a professional project***

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Reference: 124

Track 06: Participation and governance

In recent years the planning profession's attempts to re-invent itself within the modernising structures of local governance in England have been catalysed by, reflected in and run parallel to a wider modernisation agenda in government. This has involved a concerted attempt to renew the planning professional project (Larson 1977) in line with a vision of 'modern', networked governance (e.g. Newman 2001), and to distance planners from the negative, regulatory role the profession felt itself to have become stuck in. Central to this has been advocacy of a 'culture change' intended to shift the identities and practices of planners into line with this 'new vision' for spatial planning. However, the claims of the professional community to represent the rank and file of practitioners, and the profession's power to re-shape the identities of planners in practice are both questionable. Meanwhile the 'modernisation' agenda has proven to be a frustrating and ambiguity laden process, subject to the presence of multiple, competing conceptions of planning's purpose.

In such a complex context exhortations for planners to embrace change are best understood from the perspective of those targeted as both objects and agents of the required transformation. The paper therefore presents a series of 'practice stories' (Forester 1999) drawn from two case studies of local authority policy planning in the South East of England. These are based on both interview material and some observation of public events. In each the purpose is to understand how planners have understood the change asked of them, the extent to which they have identified with the new agenda and the subject positions it has created for them, and finally the extent to which they have succeeded in becoming spatial planners. The result is a study in the complexity of change that suggests the need for a more nuanced understanding of how planners construct their identities in the ambiguous spaces of practice. This suggests that planning theory should explore the 'in-between-ness' of practice if it is to better understand the re-construction of planners' identities and the possibilities for renewal of the professional project.

## ***Spatial planning and governance landscapes at inter-municipal level: a cross-national comparison***

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Track 06: Participation and governance

Local government has been under pressure in most European countries, as a consequence of the intensification of physical and social fragmentation in major city-regions. Pressures on urban areas related with international competitiveness, environmental sustainability and spatial justice largely exceed the existing boundaries of most cities. As a consequence, municipalities increasingly need to deal with their neighbour's decisions, beyond those of higher levels of government.

These trends have obvious impacts on spatial planning systems, as well as in their respective institutional frameworks. This is particularly salient in Europe, where a wide range of governance landscapes is now observable (Saler et al, 2003). While some countries promoted inter-municipal cooperative arrangements, often at odds with local level preferences (Kantor, 2008), other countries introduced new scales of intervention between the municipal and the regional or national levels. Some nation-states favoured a gradual approach, rather than putting in practice entirely new institutional frameworks, while others tried a multiplicity of solutions. Some of the preferred options were contradictory. Others were only partly successful. Above all, they seem to evidence several potentials and shortcomings at the same time (Heinelt & Kübler, 2005).

The paper is focused on the planning systems of Portugal, France and Italy, which have been evolving in different ways in the last few decades. In Portugal, where increased planning responsibilities were charged to the local level, inter-municipal formal planning procedures remain purely optional. In France, successive reforms fostered both the expansion of institutional arrangements and the role of strategic planning at inter-municipal level. In Italy, an ongoing decentralization process enhanced the coordinative role of Provinces.

We aim to conclude about the potential achievements and drawbacks of these three different ways of articulating planning systems and their institutional settings, in relation to their effectiveness in tackling the most acute urban problems

## ***On the discursive production of new modes of governance: Reflections on constructing metropolitan regions in Germany***

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Track 06: Participation and governance

Traditional studies on spatial planning focus typically on the institutional consequences (i.e. new modes of governance, plans or policy programmes) as well as on their (material) implications for the development of cities and regions. Thus the rather concrete and visible outputs of planning actions are in the centre of analysis. The discursive oriented research on spatial planning stresses instead the importance of investigating the rather blurred processes that lead to such institutional consequences. In other terms, a central characteristic of discourse oriented planning research is to reflect critically those processes that are prior to formal decisions upon e.g. new modes of spatial governance. From studying those processes we can learn more about the specific interests and interdependencies of actors (or group of actors), their otherwise invisible conflicts, alliances and coalitions, and their strategic capacities. Another item is to understand how (and in how far) they invest their communicative resources to influence the production of normative images.

In the proposed paper it will be argued that the knowledge and the critics of such processes prior to visible institutional consequences in spatial planning/spatial governance are indispensable to comprehend planning as a highly complex and dynamic actor-oriented social process. Specifically in view of (polycentric) metropolitan regions, the discursive oriented analysis can be a powerful method to uncover the different individual logics and rationalities of the many involved actors, which are of utmost importance to assess as well the available (or even potential) governance capacity.

Inspired by the work of Blatter (2005) the communicative and partly dramaturgical type of loose coupled forms of interactions can be understood as temporary institutional fixes to negotiate normative images/concepts and finally to coordinate related projects and policies within a broader discursive setting. Based on a comprehensive ex-post analysis on the metropolitan region Rhine-Ruhr in western Germany in the time-span 1995 to 2006 the paper will derive specific lessons on the discursive production of new modes of spatial governance. These lessons may help us to better comprehend the causality of the specific governance capacity at a certain place in time and about the probability and pre-conditions to change such institutional frameworks through powerful discourses in the future.

### ***Change? What kind of Change? More of the same is not enough!***

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Track 06: Participation and governance

The environment, the energy crisis, the financial crisis and the subsequent economic crisis, just to name these, cause an outcry for change, even structural change, in our society. Change is the sum of a great number of acts (individual, group, institutional) of re-perception and behavior change at every level. This takes decision-makers, planners, institutions and citizens out of their comfort zones and compels them to confront the key beliefs, to challenge conventional wisdom, and to look at the prospects of 'breaking-out-of-the-box'. Not every one (individual planners, groups, institutions, citizens) wants to give up power associated with the status quo.

Society starts to reflect on new concepts and new ways of thinking that change the way resources are used, (re)-distributed and allocated and the way the regulatory powers (market versus state) are exercised. As the call for change has been central to planning, a main challenge for planning is to develop the power to make these ideas and concepts 'travel' and to translate them into an array of practice arenas and to transform these arenas rather than merely being absorbed within them. The spectrum for change cannot be so open that anything is possible, as if we could achieve anything we wanted to achieve. Conditions and structural constraints on 'what is' and 'what is not' possible are placed by the past and the present. These conditions and constraints have to be questioned and challenged in the process, given the specific context of place and time. So, in order to imagine the conditions and constraints differently, we need to deal with history and to overcome history. This defines the boundaries of a fairly large space between openness and fixity. Thus change becomes the activity whereby (within certain boundaries) that which can be willed is 'imposed' on that which is, and it is 'imposed' for the purpose of transforming what is into what is willed. It differs from the established or traditional way of thinking, in which there is no choice and we are not even aware of other possibilities. A normative approach invents, or creates, practices – in relation to the context, the social and cultural values to which a particular place/society is historically committed – as something new rather than as a solution arrived at as a result of existing trends. It is only by working backwards ('reverse thinking', 'back casting') that planning is able to open up and use other directions.

This paper aims to reflect on (structural) change as a core business of planning relying on work by Chia, Friedmann, Healey, Kotter, Harnes.

## ***Knowledge in planning infrastructure projects: about deliberation, politics and decision-making***

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Track 06: Participation and governance

In decision-making on planning projects, and infrastructure in particular, knowledge is the basis on which decisions are made. During the whole process knowledge is generated by many different parties, and is rarely value-free. In large projects, knowledge is used by the project team as well as oppositional groups as a means of persuasion. Thus it is often strongly contested. This article argues that for knowledge to be constructive, it needs to bridge different domains and integrate many different ideas and concepts. It analyses how the knowledge generation and acquisition is organized in three different infrastructure projects in the Netherlands. To do this the article uses concepts from fields such as knowledge management, process management, and decision making. The main sources of data are documents, news papers and a series of hypothesis free interviews with key actors.

## ***State spatial Keynesianism in the rescaling of environmental governance***

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Track 06: Participation and governance

There has been a heightened interest in the 'region' as a key site of economic, political and social activities. However, while regionalisation is often explained as part of the wider process of state scalar strategy in response to global economic restructuring, less attention has been paid on the role of the region in rescaling of environmental governance. This paper aims to fill the gap by drawing on the changing governance of waste. Such a focus demonstrates that the emerging forms of regionalisation have carried through, rather than superseded, key features of Fordist-Keynesianism. In fact, the three familiar Keynesian goals of: policy coordination and administrative efficiency; regional strategic planning, and, spatial redistribution, which were the focus of the first wave of metropolitan reforms, have continued to provide key rationales for state rescaling of environmental governance in the second wave of metropolitan reforms. The latter, in particular, plays a major part in the state's scalar selectivity. However, despite the continuity of spatial redistribution rationale there remain two key differences. Firstly, the redistributive aspect of rescaling is related to environmental 'bads' rather than economic 'goods'. Secondly, instead of redistribution taking place in the context of nationally-initiated policy framework, as was the case in the 1960s, it is being necessitated under the regulatory pressures from the supra-national bodies such as the EU. Finally, the paper unpicks the inherent tensions in state rescaling strategy and outlines the key factors which have undermined the capacity of the state's reconfigured regional institutions to achieve their prescribed goals.

## ***Governance and planning in Niger: the challenge of decentralisation***

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Track 06: Participation and governance

Decentralisation is probably the main institutional reform in sub-Saharan Africa since independence. How decentralisation could be useful to tackle the main problems in the Continent? The study, identify this question in the case of Niger, one of African poorest countries, comparing the experiences of two multilateral programmes with the international debate that involves among others the World Bank and the main development agencies.

## ***Refocussing on catchment governance as a spatial platform for integrated water resource planning in New Zealand.***

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Track 06: Participation and governance

A collaborative approach to natural resource management at the catchment scale is a strong theme in the recent planning and environmental management literatures (Weber, 2003; Warner, 2007; Mitchell, 2007). In New Zealand, water resource planning is undertaken by regional councils within the framework of a devolved, collaborative legislative mandate for integrated management, the Resource Management Act 1991 (RMA). For some time councils with catchments approaching their allocatable potential coupled with increasing incidence of non-point source water pollution have experienced difficulties discharging this role effectively. We argue that one of the underlying reasons for this is failure to focus on catchment-scale governance as the basis for a place based planning approach within the context of a multi-scalar framework.

We also reflect on the challenge of harnessing the potential for and building capacity for catchment based collaborative spatial planning in New Zealand. There is increasing evidence that recent legislative changes to further empower local government's integrated planning role (within a sustainable development context) in partnership with changes in culture, structure and process are improving the potential for collaborative and integrated natural resource management in New Zealand. Turning this potential into reality will require a concerted effort to address a number of ecological, cultural, social, institutional and economic challenges.

Data is derived from multiple sources, including published and unpublished documentary records, and in-depth interviews with key stakeholders.

### ***Promoting Empowerment through changing governance structures: Policy and Practice in England***

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Track D6: Participation and governance

Much has been written about the most appropriate theoretical context within which to analyse examples of community engagement and participation in planning. The debate has therefore moved on from simply evaluating case studies to exploring the variety of rationalities which best explain the way power is used and exploited by stakeholders in different public policy arenas. Thus Brownill and Carpenter (2007) draw attention to the potential, and limitations, of adopting any one of the many frames of reference relating to any particular 'rationality' or concept of power in increasingly complex systems of governance and policy making. While the dominant ideas of collaborative planning set out by Healey (1997), and often reflected in government guidance literature, suggest that communicative rationalities will promote 'empowerment' through participatory democracy, others argue that rationality will inevitably be distorted by the uneven distribution of power. Yet others express cautious optimism based on the detailed investigation of individual examples. Taylor, for example, notes from her research that '[there is] potential for communities to become 'active subjects' and manipulate prevailing discourses to their own advantage, drawing on social movement theory to identify the opportunities that new governance spaces have opened up' (2007: 314). Defilippis et al. (2006) chart a middle way between the literature which is unduly celebratory and that which is dismissive of the potential for social change.

Thus in order to move on from 'a dichotomous view of the potential for participation' (Brownill and Carpenter 2007: 423) it will be necessary to explore the empirical evidence arising from a variety of contexts. Indeed, this paper will argue that the arena in which local communities engage with powerful stakeholders is itself in flux and that predetermined theories of power and the ways it is used need to be questioned. A current and very positive trend is that central government is encouraging greater transparency in the way public policy is conducted (see for example, CLG 2008) such that evidence of effective community engagement is now a de facto requirement in support of a wide variety of planning, regeneration and neighbourhood management programmes. This trend towards the 'mainstreaming' of public engagement in all these fields cannot simply be dismissed as mere tokenism or a distortion of power. It should also be noted that empowerment is not an absolute concept and can be applied to those individuals directly involved, community based organisations which enhance their standing and influence, and decision-making arenas where power is redistributed and previously excluded stakeholders gain in influence. While absolute empowerment is an unrealistic expectation, it may be possible to identify some situations where the previously disempowered have been able to exert significant influence and where new governance systems shift the balance of power (Hickey & Mohan 2004).

The paper will focus particularly on the changing governance arrangements for neighbourhood management in England and will assess the extent to which new opportunities are being created for community engagement both 'top-down' and

'bottom-up' It will conclude by suggesting that empowerment and engagement should not be seen as absolutes but as new opportunities to exert influence in constantly changing systems of governance. Indeed, applying pressure to make governance arrangements more transparent may well be an objective whereby empowerment can be most rapidly advanced.

### ***Development Control and Development Control Statistics: a search for a Research Methodology***

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Track 06: Participation and governance

The use of quantitative indicators to monitor Planning Performance has been a subject of debate for many years (for example, Brotherton, 1982; McNamara & Healey, 1983 and Larkham, 1990). However, the English Town Planning System had undergone an increased level of monitoring and reform since 1997 when the Labour Government came to power. In recent years, this target culture has been further emphasised by the funding, allocated according to performance, of the Planning Delivery Grant.

While initially Central Government seemed to reject the idea that these targets could adversely impact service delivery (for example, Office of the Deputy Prime Minister, 2004), recent reports, set in the light of the recent economic environment, seem to acknowledge the 'unforeseen' consequences of the emphasis on targets (The Killian Pretty Review, 2008 and National Audit Office, 2008).

The proposed paper will look at the use of targets, and other data, which have been used within the English Development Control system and their appropriateness in describing and assessing the situation before looking at their potential consequences. It will then continue to discuss further the methodological issues which surround study of these Development Control Practice and the applicability of any research to the practice of Development Control.

### ***Exploring experiences of Planning practice and participation for different ethnic groups, in one of poorest region within Argentina***

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Track 06: Participation and governance

The following paper attempts to summarise planning practices and participatory experience in one of the poorest regions within Argentina. The purpose is to explore the engagement of different communities by looking at some examples of planning practice.

One of the examples is related to the compulsory resettlement of native populations, as a result of Land Title recovery of Aborigines in Chaco Province, Republic of Argentina. After a long period of claims, the Toba (QUOM) indigenous community finally achieved, in 1999, the real delivery of 150,000 hectares that had been assigned as a reservation in the year 1924 by the National Government. To face this complex situation, the Government of Chaco Province formulated The Teuco - Bermejito Integrated Development Project (T.B.I.D.P.). The project was designed to work at the integration of two vulnerable communities, in equal circumstances of extreme poverty, with high mortality rates, facing stressful situations as a result of changes to their legal standing and place of living. To manage this situation, the government created a planning board known as Provincial Mixed Commission (P.M.C.) that includes the Indigenous and Native Communities, NGOs and stakeholders with the intention of using participatory planning techniques. The chosen methodology includes amongst other things workshops, and the participation on decision making at every step, even the design of their houses.

The aforementioned situation is compared to planning practice experienced within the multicultural society living in Resistencia city, capital of Chaco, located in the most developed region within the province. From this comparison emerged key issues that may contribute and fuel the debate regarding planning participation practices, in order to help build more effective planning measures and to achieve better governance capacity.

## ***Expectations and realities: conflict and compromise in strata ownership and governance***

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Track 06: Participation and governance

The experience of owning and governing multi-owned residential developments in New Zealand is relatively new. This contrasts strongly with the individually owned, single stand-alone dwellings on separate lots, that have long been the norm. The most common form of legal entity to manage multi-owned residential developments is that of the body corporate, created under strata title. Owners, who legally comprise the body corporate, share responsibilities for the management of common property, usually through a committee of owners.

This paper reports on research undertaken in two major multi-residential developments in the Auckland region on separate occasions (2001/2 and 2008/9). This research has revealed that in practice there are many problematic issues pertaining to living in intensive and multi-owned developments. Some of these have to do with day-to-day living experienced by residents that cannot be readily addressed within the regulatory framework. A major conundrum is that the effective operation of the entity requires the active engagement of owners, yet this requirement contrasts markedly with the widely promoted notion that living in intensive housing somehow frees people from otherwise normal responsibilities of home ownership.

Typically many new owners are unaware of what it means to belong to a body corporate and the obligations of ownership. Hence non-participation by owners, or the dominance of off-site owners in a development, may mean that others make decisions that can have a detrimental impact on the everyday lives of residents. Given the regional planning commitment to intensification as a means of containing urban growth in the Auckland region, it is critical that attention is given to improving the effectiveness of these entities.

Furthermore, living in intensive housing is promoted, paradoxically, as implying freedom from active engagement with others; it is an example of the contemporary rhetoric promoting individual freedoms. But the reality of intensive housing life is otherwise. Thus this paper also explores dilemmas posed by modernist arrangements for private governance in the context of a postmodern urban society where conflicting expectations require new forms of compromise and will attempt to demonstrate the problems and possibilities of a future being more like the past.

## ***An effective integration framework for coastal zone management in the developing countries Context***

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Track 06: Participation and governance

As the world's coastal areas come under increasing pressure, Integrated Coastal Zone Management (ICZM) has become the main approach advocated as a mechanism to effectively manage coastal areas. In fact the degradation of coastal areas and the deterioration of the quality of life due to the current trends of increasing poverty in coastal communities, as well as increased pressures from development and population growth exaggerate the need for ICZM.

However achieving an effective integration coastal management is complex because of the many human activities along coastlines, and the many dimensions of integration that need to be addressed (Olsen, Tobey & Kerr 1997; Olsen 2003). Moreover achieving integration is always difficult, especially in developing countries which suffer from highly centralized systems of governance and a lack of effective public participation (Caffyn & Jobbins 2003; Hale et al. 2000; Olsen, Lowry & Tobey 1999). Therefore there is a need to adopt a new framework for coastal zone management to be able to effectively implement particularly in developing countries.

This paper seeks to form a new framework that enhances the integration in coastal management process based on Actor Network Theory (ANT). The formulation of this framework is based on desk analysis for the literature in the fields of ICZM, Integration, and ANT, combined with the lessons from the evaluation of coastal management experience in Egypt.

In fact the rationale behind using Egypt as the case study for this research is that it is one of the leading countries in the Middle East and North Africa (MENA) region. Furthermore Egypt is often seen as a benchmark for the rest of the region (CEDARE 2005).

To conclude the proposed framework is based on transferring and performing ANT in the field of coastal management. So it is not a theoretical explanation of actor-network theory but attempts to enhance the implementation of ICZM by considering ICZM from an ANT perspective.

## ***Participation and Mode of Governance: an East Asian Perspective***

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Track 06: Participation and governance

This paper attempts to examine the utility and limitations of participatory planning processes in a mode of governance that is dominated by an executive-led government in the case of Hong Kong. Through the heroic efforts of a legislative councillor before the political turnover in 1997, the Protection of the Harbour Ordinance was enacted, creating such great controversies on the city's harbour development that the administration has to ban the 'private member's bill' altogether in the Legislative Council—in other words, today, only the government officials have the right to initiate laws. Through examining the processes of plan formulation in three harbourfront reclamation projects, it is found that the importance attached to citizen engagement and participation varies in different projects even when they are handled by the same department. This phenomenon seems to be related to the status of the projects within the existing legislative and administrative context. For the project the due procedures of which have been verified by the court, the planners seem to attach at best tokenistic measures in engaging the general public. However, for the other two projects which have been ruled by the court as not meeting the stipulated requirement of 'a presumption against reclamation in the harbour' in the Protection of the Harbour Ordinance, the responsible departments seem to have adopted more serious approaches towards engaging the general public in order to devise a reclamation plan that can pass the 'overriding public needs test' ruled by the court decision. An interesting point to note is that all the processes, even for 'pseudo-participation', have allowed relevant stakeholders to discover the problems of the system and gained a more nuanced understanding of issues related to the 'tyranny' of an executive-led planning system that is not participation friendly. The processes generate inevitable interactions between the various stakeholders and the government officials, allowing people to question the system and identify its weaknesses. Hence, even the seemingly 'pseudo-participation' has to yield to a mode of engagement that involves certain degree of genuine participation. For all its limitations and shortcomings, participation is an invaluable door for a glimpse of a semi-closed system, hopefully a first step towards the eventual transformation of the mode of governance in the long run. However, this will require not only the presence of government officials who are willing to experiment with a more open system, but also demand analytical capacity of the civil society to systematically assess the situation and provide strategic as well as tactical directions in 'decoding' the dominant mode of governance by government.

## ***Constructing institutional capacity: The roles of discourse formation in the planning on the edge of Bandung City, Indonesia***

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Track 06: Participation and governance

Decentralisation and democratisation in Indonesia has demanded planning ideas to be more grounded in the complex social relations for spatial change, particularly around the planning issues characterised by spatial as well as institutional fragmentation like transformation on the urban fringe in major metropolitan regions. This paper uses discourse and new institutional theories to assess the extent to which planning ideas around the urban fringe can be better situated within these social contexts. The paper takes a recent local development planning project on the northern edge of Bandung City to illustrate the dynamics of planning discourses reproduced by different groups of community in that particular spatial and temporal contexts. The discourses concentrated on environmental and regional issues in contrast with urban economic and development issues as strategies to challenge and support the project respectively. The analysis of this paper reveals that the practice of discourse formation by the status quo tend to be manipulative in which discourses were used to provide immediate justification for the realisation of the proposed project. Nevertheless, the analysis also suggests that the discourses reproduced by the opponents of the project can contribute to the building of institutional capacity of planning on the urban fringe. The latter imply innovative strategies of building awareness on neglected issues, connecting fragmented actors into stronger coalition, and, furthermore, constructing new frame of reference for legitimate planning action.

## ***Choosing the communication medium: multi-actor decision making using mixed reality technologies***

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Track 06: Participation and governance

Public authorities and urban specialists can no longer lead urban change by themselves. The power of decision and action is becoming multiple, unstable and fragmented (Healey 1997) with the participation of new actors such as developers, financial institutions, NGOs and habitants, who represent diverse professional cultures, academic training and economic and social priorities. (Arab 2001) This context makes the programming, the conception, the financing and the management of urban projects difficult and makes the integration of these new stakeholders into the planning/project process indispensable. (Ascher 2001)

This paper is based on the results of an ongoing research project, IPCity (EU funded 6th Framework programme) that works on the application of mixed reality technologies in urban environments. It is based on the question of language and of medium of communication and questions the relevance of traditional communication/design medium such as drawings, perspectives and 3D models to communicate, to discuss and to co-produce urban projects within a multi-actor working environment. It then discusses the possible use of 'mixed reality technologies' in multi-actor decision making processes concerning urban projects based on three workshops organised in France between 2006 and 2008. (the use of virtual objects in real spaces that creates the perception of 'mixed' environments)

These workshops that address three ongoing urban projects with different characteristics have taken place with the participation of different stakeholders that are involved in the project. They have allowed the researchers to test technological prototypes and collaboration processes that have been developed through intensive cooperation between computer engineers, industrial designers and urban specialists in real life experimentations. The analysis of these three workshops will constitute the main body of the paper that will address the question of medium and its role in bettering communication and interaction between different actors concerning urban projects.

## ***Emerging forms of territorial management – spatial contracts, planning and development***

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Track 06: Participation and governance

Public sector reform, institutional restructuring and the modernisation of policy instruments are continuing motifs for contemporary governance forms. Devolution, decentralisation, integration and contractualisation are mechanisms by which the new architectures and relationships in modern government and governance are being recast. In this changing context, spatial planning and community planning have arguably important roles to play. In England, the emphasis on regionalism has involved the creation of Regional Development Agencies (RDAs) and Regional Assemblies, and which have been described as a 'messy and unsatisfying asymmetry'. To address uneven economic performance and to reduce disparities between regions across England, these arrangements have now been subject to critical review. Consequently, contemporary proposals include streamlining regional tiers of governance by giving Regional Development Agencies lead responsibility for single Integrated Regional Strategies, enhancing local authority economic development roles, and promoting greater collaboration by local authorities across functional economic areas. These proposed reforms – likely to take place in 2010 – have been described as a 'major and extraordinary reorientation of state policy'. In these emerging arrangements there is a concern to devise policy at the appropriate spatial level, to create the conditions in which individual places can reach their full economic potential, to bolster the role of local authorities in economic development, and to improve central government's relations with regions and localities. There is an emphasis on securing explicit economic agendas and providing strategic leadership to ensure that the business, social and environmental partners in each region can engage and participate effectively. In essence, the intention to promote collaborative working between local authorities and across boundaries is very clear. To this end, Multi-Area Agreements (MAAs) are perceived as being an important mechanism to facilitate working across administrative boundaries. They represent a voluntary agreement between two or more top tier or unitary authorities, their partners and central government in order to work collectively to improve local prosperity. The concept of the 'agreement' approach builds on Local Area Agreements (LAAs), which were introduced in 2004 as part of the modernisation agenda for public services, and which promoted a contractual relationship (through defined improvement targets) between central government, local authorities and appropriate partners.

This paper will conceptualise the ‘agreement’ approach in local and regional governance. It will consider the intrinsic principles of this modern form of governance in terms of voluntarism, demonstrable added value, relations with economic development, the collective responsibility for outcomes, transparency for financial and democratic accountability; due diligence, the ‘real economic geographies’, and implications for existing sub-regional partnerships. In so doing, the extent to which agreements may be a viable policy option to address local and regional disparities in relative economic and institutional performances will be critically assessed.

### ***Urban Indicators 2.0: What do we learn from the use of urban indicators for evidence based planning?***

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Track 06: Participation and governance

The use of indicators and geoinformation for analysing urban poverty can be traced back to the work of Booth in London at the end of the 19th century. Since then, the use of indicators to analyse quality-of-life conditions and differential access to resources and opportunities have gained the attention both in the academic as well as in the planning practice and policy arena. Having a starting point in the developed world the use of urban indicators went through moments of popularity and discredit reaching now a point of internationalisation (e.g. MDG indicators) and increasing dissemination to the developing world. Both in the developed world as in the developing world urban indicators are seen now as a tool that can better inform policy makers in the allocation of resources and targeting of deprived areas. It can be argued that with the construction of policy relevant information (as indicators are) it is possible to help policy makers to reduce inequalities, increase transparency and as a consequence improve governance. However, this increasing interest is also reaching a point where some signs of saturation in the use of indicators are seen, mostly related to an over-valorisation of its performance-measurement role.

This paper will make an account of the evolution of urban indicators and the different dilemmas and limitations that arose with them in the context of planning in unequal societies. To analyse and illustrate that development this paper will document on education, fieldwork and research on indicators carried out at ITC in the past 20 years. This experience learns that urban indicators at least have a great potential to bring the worlds of academics (research and education) and of planning and policy making closer together.

### ***Civic leadership – friend or foe of community empowerment? panel proposal***

Robin Hambleton

Reference: 337  
Track 06: Participation and governance

#### **Introduction**

This proposal is for a panel on ‘Civic Leadership – friend or foe of community empowerment?’ Planning theory and planning practice have contributed in a very substantial way to both thinking and practice in the field of ‘community empowerment’. The planning field has, however, paid less attention to the literature on ‘civic leadership’ and this could be said to be an omission. It seems clear that approaches to civic leadership can have a decisive impact on the approaches to planning practice followed within a given city or city region. The community empowerment perspective tends to have a negative view of the role of civic leaders who are often seen as the remote and inaccessible power holders. Street level activists often argue for ‘bottom up’ decision making. The literature on urban leadership, on the other hand, is often insensitive to the insights that can be gained from community involvement. It is a simplification to characterise elected mayors and senior officials as ‘top-down’ city leaders bossing communities around but, in some settings, this caricature is not far fetched. In practice the interplay between ‘civic leaders’ and ‘communities’ can take on many different forms. Some modern practice suggests that urban governance needs to bridge these two perspectives if it is to be both legitimate and effective. This panel represents a small attempt to bridge the gap between two approaches to the study of urban politics and planning practice that tend not to talk to each other.

## ***Civic leadership – friend or foe of community empowerment? panel proposal***

### ***Paper 1: Place, leadership and community empowerment in a globalising world***

**Robin Hambleton**

Too many decisions affecting the future of particular cities and local communities are insensitive to place. This arises partly because many stakeholders in the private sector are driven by the needs of global capital (which is concerned with profit maximisation, not the welfare of particular localities), and partly because the evolution of governance in many societies has displaced power from the local to the national and, to some extent, the international level. This paper will set out the argument for strengthening 'place-based' decision-making in contrast to 'placeless' decision-making and will explore the implications for planning education and practice.

By drawing on recent comparative research on civic leadership and community empowerment the paper will suggest that establishing 'places and communities' at the heart of policy making can enhance the performance of governance in three main ways: 1) democratic legitimacy, 2) sustainable development, and 3) social justice. A new conceptual framework for 'civic leadership' will be presented. This distinguishes three overlapping leadership roles in any given locality: political, managerial and community. By drawing on examples found in different countries it will be suggested that more attention should be given to the areas of overlap between these different realms of leadership. These areas of overlap can be thought of as potential 'innovation zones' in which new, creative, problem solving can be nurtured. It will be suggested that the power and influence of 'place' in public policy making will be enhanced if civic leaders can demonstrate the important role that these 'innovation zones' can play in modern public policy making.

## ***Civic leadership – friend or foe of community empowerment? panel proposal***

### ***Paper 2: Examining the resilience of democratic innovations. A case study of the participatory budgeting experiences of Porto Alegre and Belem, Brazil***

**Carlos Vainer**

In the last twenty years or so Brazilian cities have experienced many forms of democratization and participatory planning processes. Probably the most important of these experiences has been participatory budgeting. Two large cities, both with more than 1.4 million inhabitants, are symbolic of these developments - Porto Alegre and Belem have been home to bold and authentic innovations in urban democracy. The former has been governed for sixteen years by different mayors of the Workers Party, and is considered by many to be the best case of a deep and continuous participatory budgeting process. The latter, over a period of eight years and led by the same mayor, from the Workers Party left wing, embarked on a major effort to introduce participatory approaches to budgeting and urban planning. In both cases we can see the emergence of new, locally rooted, civil leadership and organizations, able to control and enhance the performance of public services.

However, in recent local elections, in both cities the Workers Party candidates have been defeated. The newly elected politicians have no commitment to participatory processes. Surprisingly, in a few months and with relative ease, the new mayors have been able to dismantle the participatory mechanisms and arrangements created over many years. Why have such deeply rooted and inclusive participatory processes been so vulnerable to attack? What are the implications for future efforts to strengthen community empowerment in cities? These are the issues addressed by this paper.

## ***Civic leadership – friend or foe of community empowerment? panel proposal***

### ***Paper 3: Institutions looking for new governance tools: urban competitions for ideas and visions***

**Robin Hambleton**

**Carlos Vainer**

**Alessandro Balducci**

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This contribution aims at exploring the work hypothesis and outcomes of some recent planning experiences promoted by several cities, in particular in the European context, aiming at developing new modalities to cope with some of the challenges of contemporary urban societies, in particular in addressing the difficult tasks of planning and decision-making. The difficulty of promoting projects, within the uncertainty which characterises contemporary society (which on the one side makes impossible the construction of general provision for the future as well as shared interpretations of the present, on the other produces a new demand for common frames of action able to reduce uncertainty), the necessity of dealing with cities from a multi-governance perspective, the evidence of the

Limited utility of traditional participation mechanisms in coping with the possibility to include the pluralised multiplicity of subjects which animate urban milieu, are in fact some common issues cities are trying to deal with, inventing new governance tools. Among them, in particular competitions for ideas and visions, often inside strategic planning experiences, have been promoted by several cities, with the aim of enhancing on the one side a wider public reflection on the city's futures, on the other in order to build upon the intelligence of society. These modalities of interaction reconfigure the role of institutions as promoters of innovation, where institutions offer themselves as intermediate spaces aiming at reinforcing the potentialities of innovation of societies, rather than producers of top-down solutions to problems. Starting from the exploration of ongoing experiences, the paper will draw general reflections in terms of production of a new governance culture

### ***The production of public spaces and the economy of attention - Governance without 'participation'***

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Track 06: Participation and governance

Since the 1980s public spaces in Berlin have become a highly focused sphere for strategic communication since a market-induced compensation model made its way into urban development processes as an 'exception' lasting over twenty years. Only in recent years, urban politicians have come to terms with such an 'institutional compromise' by deregulating basic legal frameworks. This transformation can be interpreted as a post-fordist symptom of a general change in urban politics regarding the production of public spaces which have become a sphere for the institutionalization of a new accumulation strategy organized around 'immaterial attention potentials'. State institutions try to settle the extra-economic conditions to embed this strategy by following a politics of attention featuring aesthetic, economic and medial restructuring of central public spaces in the renewed German Capital.

A new type of governance – design related coalitions between the state and media markets – has emerged applying the same governance mechanism again and again to establish this accumulation strategy: compensation deals. By doing so, these coalitions manage to connect fordist (material) land markets to post-fordist (immaterial) attention markets and to convert the new immaterial currency into a general economic valorization of public spaces.

By trying to reconnect space, place and institutions and by considering institutions as an ontological challenge, this paper will address why the evaluation of such a governance type leaves the observer rather pessimistic: Empirical results show that 'participation' – understood as an active empowerment of civic actors – is not present at all. Hitherto, the 'success' these coalitions have been able to produce economically is based on a rather passive understanding of visitors and dwellers as their potential attention is 'exchanged' within the coalition against the delivery of formerly public services such as fountain restoration.

Traditional planning systems are facing a enormous challenge to basically understand the way this new accumulation strategy works. In addition, planning professionals will have to deal with an old wolf in new sheep's clothing. The hegemony of exchange value interests over use value interests in the context of the emerging economy of attention and its consequences: the hypercommodification of public spaces from which both, markets as well as the state, currently benefit in Berlin.

### ***Developing Just and Healthy Public Policy***

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Track 06: Participation and governance

Today's wicked problems such as climate change, diminishing natural resources and expanding health inequalities, push the idea of achieving social and environmental justice (SEJ) ever deeper into the realms of Utopian fallacy. Even so, the promotion of SEJ appears to be a key value underpinning new policy directives. These aim to re-orientate service delivery through democratic renewal and good governance by changing the way organisations and individuals behave. Health impact assessment (HIA) technology has been identified as a way of doing this. It provides decision-makers with information about how a policy or service may affect the wellbeing of a population.

The promotion of SEJ is a key value in the application of HIA technology, and yet we are far from achieving this. Even so, the idea touches us emotionally as something to aspire to: the means to a common good and health for all. As such, it is my contention that SEJ constitutes a political determinant of health, and is therefore of fundamental importance in developing HIA methodology to support good governance.

This presentation describes the rationale, research design and analytical framework for my PhD study. It shares my learning so far and proposed next steps.

## ***Flowing Networks of Governance: Informal/collaborative practices of planning in Brazil***

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**Track 06:** Participation and governance

This work explores the idea of planning as a democratic encounter of discourses where all arguments are freely discussed through an open debate. In this understanding, planning is neither a strategic nor an instrumental calculation for choosing among alternative courses of action, but rather a collaborative dialogue where people get together to build consensus within an adaptive and learning scenario. The text argues that in some formal (public) settings planning may display a practice quite different from the above dream, while in informal ones, a growing network of disenfranchised agents acting interactively and collaboratively may be approaching that ideal, in practice.

The text contends that planning is perhaps dependent on the actual social/institutional assemblages: when practiced under certain formal and institutionalized frameworks it may turn itself into an instrument of power and obstruct any process of change; while under informal (ad hoc) settings, planning can become a democratic construct and act to neutralize forces attempting to distort the dialogue. The research uses the ethnographic method and focuses on the experience of social movement leaders, NGOs activists, citizens and planners, when facing conflicts and confrontations. Acting collaboratively these agents deal with complex situations and seek to solve distressful problems in contexts where public intervention is absent or failed. The study focuses on a selected set of Brazilian local experiences and identifies how planners and citizens, assembled in informal and participatory networks, are able to invent alternatives and create possibilities to get through specific situations.

The research takes the dialectical approach of Paulo Freire, in order to emphasize the encounter of dialogues and non-dialogues in the arenas of planning. It seeks to highlight how the working of networks of agents operating informally and collaboratively can counteract manipulation, by providing information, counter information and technical capacity.

The paper evaluates the ontology of planning as an evolving experiment, an ongoing practice of cooperation among diverse, free, adaptive, and learning agents, working independently but interactively in complex social settings [Healey 2003; Innes and Booher 2003]. It seeks to highlight the emergence of these 'informal networks' and to identify their roles in the context of Brazilian planning practice. Would these 'webs' be an emerging mode of urban governance in the twenty-one century?

## ***Managing urban complexity – Action research and learning-based approach to local development***

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**Track 06:** Participation and governance

The role of public participation in spatial planning, and especially in land-use planning has proven a challenge, even when the locally-based, self-organized networking and different kind of partnerships are highly appraised in planning interventions. Also it is acknowledged that the sound and sustainable spatial structure emerges from an entwined tissue of functional and physical structures which should be defined by a democratic planning procedure. This complex urban structure is dynamic and unpredictable meshwork of livelihoods, services, communication structures, mobility and transportation as well as a kaleidoscope of human settlements. Nevertheless, the planning procedures often comprise straight forward, top down planning instruments applied by the city government, planning professionals and construction companies without a transparent dialogue, irrespective of the communicative ethos that stresses public participation. In addition, the linear planning process with strong sense causality fails to fulfil the multifunctional, even colliding planning objectives in complex urban systems.

In this presentation, I argue that it is possible to endorse the assets of public participation and conceal the inconsistent urban functions – at least on the local level. The goal of the presentation is to introduce a case study of a five-year action research in two neighbourhoods of Helsinki. The study has aimed to produce and evaluate a planning procedure with new local governance structures and integrated tools and arenas for public participation steering development of living environment and assessing the democratic decision making and administration. Two formally separated planning instruments in Finland, local development initiatives and urban planning processes have been entwined. With the learning-based network approach, urban planning that emphasises the collaboration of different stakeholders seems to be a viable solution (Horelli & Wallin 2007, 2005). Residential associations, other NGO's as well as SMEs-entrepreneurs and enterprises have gained more transparent role from the beginning of the planning process. Besides enjoying the benefits of collaborative planning, PPP-partnerships seem to improve management of urban complexity providing more flexible solutions than bureaucracy. Thus local social, economic and environmental objectives can be taken into consideration also in the development of the physical urban structure, and vice versa.

## ***Finding Joe Public: An Examination of Representation in Participatory Planning***

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Track 06: Participation and governance

Exercises in public participation are commonly criticised by planners and politicians for their poor representativeness. Planners often cite the argument that participation is not representative of the community in order to rationalise ignoring the results of participatory exercises. This paper identifies two forms of representation - representation of populations and representation of interests. Representation of populations is sought through exercises in broad public participation whilst representation of interests is sought through participation on advisory or decision-making committees. This paper investigates how both these forms of representation were applied in an extensive process of participatory plan-making undertaken in Western Australia.

Planners in Western Australia hold the view that only a small minority of the community participates in planning processes and that these participants tend to be the 'usual suspects' - articulate middle class citizens and interest groups - who often 'hijack' participation exercises. The process examined in this paper - 'Dialogue with the City' - was a new method of participatory planning for Western Australia designed to overcome this problem. An ethnographic study of this process revealed that although the government referred to the concept of representation in an abstract manner, both population and interest representation were perceived to be important in generating political legitimacy and stakeholder support for the outcomes of the process. Evidence suggests that a greater degree of both population and interest representation were achieved in 'Dialogue with the City' in comparison to other participation exercises, a result of the process' design - one-third random sample of the population, one-third invited stakeholders, and one-third self-nominated citizens. However, the strict application of the concept of representation allowed the government to control who participated and hence control, to some extent, the outcomes of the process. There is a danger that prioritising representation over inclusion may compromise the democratic right for broad-scale participation.

## ***Managing urban complexity – Action research and learning-based approach to community development***

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Track 06: Participation and governance

The role of public participation in spatial planning, and especially in land-use planning, has proven to be a challenge, even when locally-based, self-organized networking and different kinds of partnerships are part of the planning interventions. The complex urban structure is a dynamic and unpredictable meshwork of livelihoods, services, communication structures, mobility and transportation, as well as a kaleidoscope of communities. Irrespective of the communicative ethos that stresses public participation, the planning procedures often comprise straight forward, top-down planning instruments that the city government, planning professionals and construction companies apply without a transparent dialogue. In addition, the linear planning process with a strong sense of causality fails to recognise the multifunctional and even colliding planning objectives that compete in complex urban systems.

In this presentation, I argue that in certain conditions public participation enables to 'bridge' the inconsistent urban functions by providing local knowledge and shared resources. The linear planning process should be integrated to the community development, for example through action research and learning-based approach which shifts the attention to the substance of planning and empowerment of community. The aim of the presentation is to describe and discuss the methods and results of a five-year long action research in the neighbourhood of Helsinki that has sought to co-create with the four Ps, public, private, people-partnerships, new local governance structures and community informatics-assisted arenas for public participation (Ortiz & Tapia 2008). Two separate planning instruments in Finland, the community development initiatives and urban planning processes have in this case study been entwined. The adopted learning-based network approach to urban planning that emphasises the collaboration and co-creation of different stakeholders seems to be a viable solution (Horelli & Wallin 2006, Wallin & Horelli 2008). Residential associations, other NGO's, as well as SME-entrepreneurs and enterprises have gained a more transparent role in the planning process. Besides enjoying the benefits of collaborative planning, PPP-partnerships seem to improve the management of urban complexity by providing more flexible solutions than the conventional administration. Thus, the learning-based network approach enhances the recognition of the local socio-economic and environmental objectives that are then reflected in the development of the physical urban structure, and vice versa.

## ***Examining the resilience of democratic innovations. A case study of the participatory budgeting experiences of Porto Alegre and Belem, Brazil***

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Reference: 408

Track 06: Participation and governance

In the last twenty years or so Brazilian cities have experienced many forms of democratization and participatory planning processes. Probably the most important of these experiences has been participatory budgeting. Two large cities, both with more than 1.4 million inhabitants, are symbolic of these developments - Porto Alegre and Belem have been home to bold and authentic innovations in urban democracy. The former has been governed for sixteen years by different mayors of the Workers Party, and is considered by many to be the best case of a deep and continuous participatory budgeting process. The latter, over a period of eight years and led by the same mayor, from the Workers Party left wing, embarked on a major effort to introduce participatory approaches to budgeting and urban planning. In both cases we can see the emergence of new, locally rooted, civil leadership and organizations, able to control and enhance the performance of public services.

However, in recent local elections, in both cities the Workers Party candidates have been defeated. The newly elected politicians have no commitment to participatory processes. Surprisingly, in a few months and with relative ease, the new mayors have been able to dismantle the participatory mechanisms and arrangements created over many years. Why have such deeply rooted and inclusive participatory processes been so vulnerable to attack? What are the implications for future efforts to strengthen community empowerment in cities? These are the issues addressed by this paper.

## ***Planning as discursive practice in a Swedish local-regional context***

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Track 06: Participation and governance

Planning is here understood as a discursive practice, where actors as officials, politicians, inhabitants and other public as well as private ones consider and conclude what to do, why and how. Prerequisites as legal frameworks, political directives, administrative traditions, private initiative, public participation but also values, use of language and other socio-cultural aspects are recognised as fundamental prerequisites in the process.

Swedish municipalities have by tradition been central actors in spatial planning, with the responsibility for comprehensive land use planning given by the legislation. Furthermore the role of regional planning have been limited and somewhat diffuse in its organisation. Today, the Swedish regional planning and programming practice and organisation are strengthened in line with European practice, and to adapt to new challenges and a need for better coordination as well vertical as horizontal. For example we can discern a political discourse promoting sustainable development (The Swedish Government 2006) which strongly emphasises integration of economic, environmental and social matters, and thereby advocate cross-sectoral working modes. In the national political directives to the regions regarding their recently established obligation to make regional development programs, a broad process involving as well public as private actors in the region is stressed.

As well at local as regional planning, the public administration is organised in units with varying traditions, work routines and knowledge bases and a multitude of different experts with their respectively professional traditions and values. New challenges might lead to a quest for new constellation and cooperation in between experts, and at the same time involvement of inhabitants, organisations, companies etcetera have to be established or maintained. In practice the process in itself might be as large challenge as the planning problem at hand, due to organisation, communication and existing praxis.

Here examples will be given from the region of Sörmland, south of Stockholm. The regional organisation, Region Sörmland, was established 2003, as a regional cooperation body, formed by the nine municipalities in the region. The main responsibilities are regional development and growth, with special focus on infrastructure, education and industry and entrepreneurship. Their work have to be guided by aspects of sustainable development and internationalisation. In focus here is the divisions between local strategies and planning activities in the municipalities and the regional concerns, and the difficulties of the coordination as well as the regional efforts to integrate sustainable development and a multitude of actors in their planning activities.

## ***From participation to legal action - aspects of 'felt justice' behind legal appeals in Finnish urban planning processes***

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Track 06: Participation and governance

The renewal of the Finnish land use and building act in 2000 emphasized both the autonomy of municipalities and the role of public participation in planning processes. In the public debate over the past few years, land use disputes and legal appeals have been seen as a key hindrance to construction, leading to rising housing prices. The aim of this paper is to understand what leads to legal appeals in planning processes. Based on a content analysis of legal appeals addressed to the Finnish Supreme Administrative Court in urban planning cases between 2004 and 2005, the paper adopts a sociology of law perspective in distinguishing legal arguments from social grievances. The notion of 'felt justice' is used to describe the distributive (or material), procedural and interactional dimensions of the grievances presented in the appeals. It is argued that valid legal grounds for appeals (e.g. 'sufficient knowledge base and assessments') mask a variety of social grievances whose correspondence to the legal categories is unclear. Interestingly, many such grievances are closely related to procedural justice and the role of participation.

## ***Embedding governance principles in assessment and management of natural risks in mountainous areas in Europe***

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Track 06: Participation and governance

Natural hazards are a growing concern of modern communities. The social demand for a perfectly safe society drove the public authorities to implement strongly restrictive policies. Nevertheless, the distrust in public decision-making reduces the efficiency of those policies. The legitimacy of decision-makers is questioned, and their achievements are criticised.

There is a clear need for more stakeholders' involvement in the process of dealing with risks. The classic duality of risk assessment and risk management, preserve of experts and decision-makers, does not respond anymore to the needs of society. It is necessary to consider a process of risk governance, involving all relevant actors, and exceeding the limits of assessment and management.

Based on this statement, a concept is currently being developed how to integrate governance principles into the daily practice of dealing with natural hazards in mountains. It will be implemented in various alpine regions in Europe (France, Italy...). A collaborative work between all actors working in the field of risk is encouraged and facilitated. Further, this concept should be adaptable to various risk settings and contexts.

This work is supported by the European Commission via the Mountain Risks project, offering a chance to young researchers to enter a network of scientists with different backgrounds (geosciences, social sciences, engineering) and to share and widen their knowledge.

## ***Governance, participation and branding***

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Track 06: Participation and governance

With society becoming a network society, governments have become less able to impose plans on other actors. It has become crucial in spatial planning to gain support from multiple actors and arrive at plans which are supported by them. An important aspect of spatial planning has become the ability to tempt actors to engage and invest in the development and implementation of plans. Branding is a strategy that is increasingly used realize this, it is a form of governance which is not aimed particularly at managing perceptions through the rational, but through the emotional and psychological. This paper explores the application of branding in spatial planning processes and how it is related to participation of actors.

The paper theoretically draws upon marketing sciences, public administration and spatial planning to describe how branding can be a strategy to connect citizens with places and plans by drawing upon the emotional and psychological. Different theoretical approaches to branding imply different participatory roles of citizen. We analyze how branding was applied in two cases of the spatial planning of neighbourhoods in the Netherlands, in order to research how branding is related to participation of citizens in practice. The cases show how branding brought feelings and emotions into the planning process. The cases show large differences when it comes to participation of citizens. Branding can be used as a participatory tool, but it can also be employed in less participatory ways.

## ***Drowned Villages and Resilient Communities***

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Track 06: Participation and governance

The Environment Agency estimates that at present five million people live in flood prone areas along rivers, estuaries and the coast. The Government's 2004 Foresight report approximated that a further 80,000 properties in urban areas were also at risk equating to £200 billion of personal property nationally. The town of Chertsey in Surrey lies on the Thames and is regularly listed by the Environment Agency as being at risk of flooding. In response to high levels on the River Thames, the Maidenhead, Windsor and Eton Flood Alleviation scheme, which includes the Jubilee River, was put into operation on 12th January 2008. Several community web sites have been highly critical of the Environment Agency's approach to the issue and the £110million spent to preserve only three towns, leaving other settlements, including Chertsey, at greater risk. This research explores the role of community groups in Chertsey in making flood preparations and the extent to which local communities participate in future mitigation planning.

## ***The limits of participation***

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Track 06: Participation and governance

Society is changing at a growing rate and planners have to face new challenges and provide innovative responses. New urban forms of governance, challenges to existing formal decision-making processes and a growing space for informal processes call for a reflection on how to structure participatory decision-making. In fact, even when a consistent and successful participatory process consensualizes a plan of action and a model of management, there is no guarantee that the future implementation be granted. This paper discusses the requirements for a good participatory process, namely the role of knowledge, legitimacy and representativeness, and also the issues at stake for assuring its continuity. Based on document analysis, interviews, reflection on working practice and examples, the authors debate key issues to be taken into account in overcoming participative process limitations. It also questions the role of the technical team involved in these processes.

## ***Towards a renewed approach of strategic spatial planning. Changes in the planning procedure and the Greek experience.***

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Track 06: Participation and governance

Over the last two decades strategic spatial planning has become a relatively new way of dealing with spatial issues. After a long-lasting period of the dominance of the model of rational comprehensive plan especially in the countries of North and Central Europe, the project-based approaches gained ground, leading thus to fragmentation and conflicts in various socio economic as well as environmental fields. This disintegration of planning did highlight the need for holistic approaches. In fact, the revival of spatial planning is meant to go beyond the old schemes of the past. Strategic spatial planning in particular constitutes a preferential field in which new trends in planning are joined with new needs and trends of the areas concerned.

At the same time, the form and the rationale of spatial plans is strongly related to the planning procedure. Following the decline of comprehensive planning the hierarchical schemes of the planning procedure were criticized and undergone significant changes. The gradual shift of public policies away from a primarily interventionist role of the state is considered decisive for these changes. The recently revived concept of strategic spatial planning goes in tandem with the new emerging forms of spatial governance. Hence, the emphasis has moved to the planning procedure.

This paper examines the above issues and draws some evidence from the recent experience of strategic spatial planning in Greece. By examining the recently established institutional framework for spatial planning as well as the recent strategic planning experience in the country's metropolitan areas, it tries to identify changes and trends in the planning procedure.

## ***Spatial planning in practice: lessons from the reformed English local development***

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Track 06: Participation and governance

The wholesale reform of the UK planning system in autumn 2004 marked the beginning of a new era emphasising the development of spatial rather than purely land-use plans. The new system of local development frameworks (LDFs) were intended to adopt a spatial planning approach that would integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function (ODPM, 2004). Other key aspects of the reformed development planning system highlighted by Government include an emphasis on producing visionary, strategic and locally distinctive strategies; evidence-based policy development, backed up by robust monitoring arrangements, and incorporating enhanced community and stakeholder involvement; a focus on sustainable development including the integral use of sustainability appraisal techniques in the preparation process; and clear mechanisms for implementation, including delivery of the infrastructure needed to achieve the plans' objectives. Taken together, these reforms are heralded by government as a significant culture change in the way the planning system operates, and can also be seen as part of a much wider move towards new spatial planning approaches in Europe and elsewhere. Conceptually, however, such notions of spatial planning have remained somewhat vague and their practical implementation has proved somewhat challenging.

This paper draws on the various components and findings of a major government funded study undertaken by the authors and others (e.g. Nadin, 2006, Baker Associates et al, 2008) which examined the progress made by English local planning authorities in delivering the reformed spatial planning agenda through their new local development frameworks in the first three years or so after the statutory introduction of the 2004 reforms. Following consideration of some of the conceptual and practical issues inherent in the adoption of a spatial planning approach, the paper draws on the practical experiences and lessons that have emerged from the Spatial Plans in Practice (SPiP) Study in order to assess the extent to which the reformed local development plan system in England is meeting the demands and challenges of a spatial planning approach and what more needs to be done if this is to be successful in the longer term.

## ***Bridging the Gap Between Expert and Local Knowledge in the Governance of Water: Can the Future Really be like the Past?***

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Track 06: Participation and governance

At the same time as knowledge and learning are now part of the wider discourse on the rise of the knowledge society, the concept of sustainability itself has shifted from the discussion on limits to growth to more integrated and dynamic patterns of sustainable development i.e. increasing use of multi-criterion decision making theory and models. Strategies for sustainable development based on regulative patterns in environmental politics have partly been replaced by a focus on the underlying societal dynamics of patterns of consumption and production that prevent sustainable development. A knowledge-based approach to sustainability, for instance through creation of reflective knowledge and socially robust knowledge is important because it helps to shift the debate from considering immediate sustainability outcome to ways of structuring and handling problems. Knowledge is context relevant and represents the position, values of some political actors. It can be dispersed and distributed unequally, but at the same time offers the opportunity to question hegemonic problem definitions and world views (e.g. economic rationalism v. holistic approach) which can empower different communities. With this framework in mind, policies developed to promote sustainability will be partial and ineffective unless they effectively incorporate a range of forms of knowledge representing different worldviews, especially bridging the gap between local knowledge and expert knowledge. Yet multi-level governance arrangements (from national to local) remain a key factor impacting on the creation, use and transfer of different types of knowledge aimed at the development of sustainable policies. In this context, the paper will compare which forms of knowledge and knowledge holders are dominant and facilitated by different governance and policy processes through 3 case studies in the UK, New Zealand and the USA in the broad area of water management. The three case studies offer very different governance and policy contexts to examine how different governance systems have evolved over the years to integrate new knowledge and worldviews in response to similar pressures on the environment, focusing in particular on the link between local and expert knowledge and knowledge of communities of place and practice in the delivery of sustainable policies:

1. for instance integration of indigenous maori knowledge in NZ resource management (e.g. water management) legislation and criteria for sustainability assessment to accommodate the worldviews of Treaty of Waitangi partners and respond to pressures on the environment, in particular water quality, created by new infrastructure projects,
2. integration of new local knowledge and data gathering on water course in new flood alleviation policy processes in the UK through involvement of citizens and local action groups in policy-making in response to unprecedented 2007 floods,
3. integration of local knowledge to support adaptation of spatial and structural forms to accommodate water demands of the planned 40 percent population growth of the next 25 years in the Washington Baltimore metropolitan area and anticipate more intense precipitations and flooding through the twinning of expansion of the built environment and global climate change.

Although subject to national and state requirements, local governments in the three case studies have front-line responsibility for mitigating flooding or damage of infrastructure projects on water quality, and local knowledge embedded in residents, local planning entities, and (even!) developers is arguably becoming an essential feature of this mitigation through softer, more sustainable solutions. However, in our view, the intersection of intensive development at the local level and climate change also requires a fundamental rethinking of how to approach what will become a shared, endogenous, regional problem. The critical question is how can local knowledge be integrated across multiple, competing, spatially dispersed communities? In conclusion, the paper will give some elements of answer to the conference's theme: why can't the future be more like the past? It can when we include more than the solitary context of monetary outcomes as the basis for our decisions. But it also cannot in the sense that threshold effects may demand different paradigms, forms of governance, sharing of local knowledge across boundaries.

## ***Participation in theory, law, and practice***

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**Track 06: Participation and governance**

In Israel, as in many other countries, the right to participate in statutory planning is manifested in planning law by the objections procedure. This procedure allows objectors to be heard by planning committees, and the committees are legally bound to hear their objections.

In recent years, we have seen two contradictory trends in Israel. On the one hand, lawmakers have tried repeatedly to limit the scope of objections. Amendment 23 to the Planning and Building Law 1965, enacted in the mid eighties, added the requirement that objectors submit an affidavit supporting the factual basis of the objection. Amendment 43, enacted in 1995 states that planning committees may impose a fine on objectors whose objection is deemed not to be in good faith. On the other hand, the courts have moved toward broadening the right to object by broadening the range of people who are entitled to object and the range of issues that constitute the basis for objection.

These contradictory trends raise many questions about how the right to object is interpreted and implemented in practice by the planning committees.

In this paper we present findings of two studies we conducted in Israel: an interview survey and an in-depth survey of objections in planning cases. The interview survey was carried out between December 2005 and July 2006. The subjects were the relevant officials in the local authorities and consisted mostly of planners, legal advisers, and elected officials.

The objections survey was conducted in the Central District Planning Commission between 1998 and 2000. We sampled some 20 plans in each year and all the objections to those plans. The sample constitutes about 25 percent of all the plans presented to the planning commission in each of the years, but not all the plans aroused objections. In all, we examined 65 plans, to which there were 171 objections involving 840 objectors.

The findings were surprising. Not only did we find that actual practice in Israel broadens the law and interprets it in favor of the residents, we even saw cases in which practice 'rebels against' changes that the law seeks to introduce in order to limit the right to object. Moreover, we found cases in which practice is the 'innovator' and the court rulings follow in its footsteps.

## ***(In)compatibilities of the Socio-Urbanistic Process***

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**Track 06: Participation and governance**

The need to establish an interactive relation between the needs, problems and the social, physical and urban potentialities of the territories requires being transversal, when developing a plan, a project, an intervention and urban management aiming sustainability. Theoretically, interactive approaches to the territory already acquired its own status and support and guide reflection and action. However, the creation of mechanisms for implementation, supporting and developing this interactive and multidimensional principle in/with the territory is still far from easy. This paper draws from the experiences of two Portuguese cases while exploring new innovative ways to develop sustainable public urban policies of socio-territorial intervention in vulnerable critical contexts. The aim is to reflect on the methodological aspects considered fundamental in the context of the preparation and consolidation of socio-territorial intervention dynamics. The authors recur to two case discussing namely the following aspects: (1) interactive objectives confronted with a rigid functional responsibilities strongly centred in technical expertise; (2) assurance of the process continuity towards the implementation of the plan of action collaboratively developed; (3) who should be involved in the identification of needs, problems and urban socio-physical potentialities. The two case studies will be used to illustrate the issues brought up by this reflection. Finally, through the lessons learned from these two experiences, the authors discuss the relevance of the component of technical and methodological support in the context of the construction and consolidation of the participatory process and urban governance.

## ***Local meanings of governance: influence of contextual norms and practices***

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Track 06: Participation and governance

Although there are a range of conceptions of governance in broad western literature, it is still not clear how governance is conceptualised in local languages other than English, particularly so in developing economies that are grappling with ways of how various actors 'should be involved' in governance. An ambiguity persists in such an understanding because as Mazrui and Mazrui (1998) point out that a competence in a 'world' language (such as English) is essential for getting involved in governance.

This then raises a concern that when governance structures play out in a variety of contexts, how are issues being understood at the interface of 'local' and 'world' languages. Building on which, this paper demonstrates that translations can be potentially problematic in what particular governance arrangements set out to achieve because there are bound to be gaps between the needs and priorities of communities and other actors expressed in the 'local' language, and the assumptions that problems for particular contexts can be commonly described within the vocabulary of a 'world' language.

Drawing on experiences from governance practices in India and Zimbabwe, this paper firstly develops a conceptual framework building on the debates in governance in western literature and then discusses how local cultures affect the manner in which issues are being (mis)communicated through the 'local' language. Through this inquiry, we do not seek to make a distinction between the 'indigenous' and the 'imported'. On the contrary, the effort is to highlight the possibilities and constraints in understanding 'governance' through a world language, especially when contextual norms on 'who should be involved' and 'how' in policy making are being expressed in the 'local' language.

The findings of this work reflect one of the many ways in which fashionable prescriptions of governance need to be responsive to the local context, particularly in how an awareness of 'local' needs through the lens of the local language is crucial in formulating policy responses in development related agendas.

## ***Do institutions matter? Comparison of metropolitan area planning processes and strategic urban interventions in France and Germany***

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Track 06: Participation and governance

The paper deals with innovative managing systems and planning concepts for metropolitan areas and urban regions. Its focus is on cases where territorial governance processes are taking place, which define overall spatial long term visions, checked and refined in key target-area based projects. It evaluates established as well as emergent tendencies.

Along Europe, several experiences of managing urban, regional and metropolitan dynamics have been implemented, all based on different territorial contexts and different spatial planning regimes. Despite the institutional differences, it is possible to define some specific common concerns, issues, problems and assets in the shadow of the established planning traditions in Europe.

Effective governance capacities have been improved through attempts of managing large metropolitan areas, going beyond the boundaries of the formal institutions of government, in the attempt to define a territorial governance process tackling complexity and fragmentation as unavoidable aspect of the territorial condition.

In this context, the management of an urban region seems to require: first a strategic selectivity of the key interventions, integrating different sectorial policies, second an articulated stakeholder arena taking into consideration an appropriate local management, third a multilevel spatial framework in order to provide an overall strategic coherence.

In order to investigate these aspects from different angles, the paper compares two French and two German cases. While the former are inscribed in a strong institutional planning framework, including national laws, in the latter the strategic territorial programme took place out of the institutional spatial planning system. The paper then compares the cases of Lyon and Lille in France, and two regional IBA interventions of the Emscher area and Furst Pucklerland. The cases will be analyzed using key issues such as: their specific institutional framework, the organizational set-up (including definition of leadership), the composition of a strategic arena, the development and imagining of territorial visions, the modalities of defining the urban projects, and the sedimentation of the processes.

## ***How to increase citizen participation in 'transitional' Serbia?***

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Track 06: Participation and governance

Although it was a socialistic country, different forms of citizen participation have been practiced in the former FR Yugoslavia and Serbia. Around fifty years long tradition of participation in planning can be understood through analysis of national urban and regional planning legislative. This shows that legislation after the Second World War emphasized obligation of public involvement, though it was mainly identified with public insight, public hearing and discussion.

In this turbulent transitional period to democratized open-market society, Serbia is trying to 'get back on its feet', to recover and modernise, and create a civilian democratic society with the rule of law, respect of the civil rights, freedom of information and political pluralism. The new role of planning is being legitimised, with reconsideration of public interests and attempts to balance various (often quite opposite) interests of different stakeholders.

The paper will analyse approach and application of citizen participation in the circumstances of Serbian democratising society. As a key study, we will use the compilation of Spatial Plan of Belgrade Administrative Region and Master Plan of the City of Belgrade 2021. Except of the formally prescribed procedure, public insight and expert participation were in this case a step forward from the usual procedure.

Based on the analysis of the current trends and historical background as well as this case study, an attempt is made to draw some conclusions regarding the evolving process of citizen empowerment.

## ***Follow the Leader? Urban Planning and Governance Challenges in the Inner City***

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Track 06: Participation and governance

In recent years policy agendas around sustainable development and urban regeneration have spurred a critical debate about the strategic leadership challenges involved in the shaping of place in our major cities.

For planners and policy makers in European cities, these challenges are especially acute in complex inner city districts. Difficult environmental conditions, sensitive and historic urban fabrics, and fragmented land ownership make the physical context especially difficult; leaders must also work creatively with longstanding and sometimes diffuse business and residential communities; and these areas' recent experience of economic decline can make the building of a critical mass of new firms and talented people a complex, long-term process.

For these reasons, reviving such districts in a manner that combines economic vitality with social and environmental sustainability requires a sophisticated and proactive leadership approach. In many cities, it can mean new ways of working altogether.

This paper explores these leadership challenges in place-shaping through the experience of Birmingham and Barcelona. It explores the approaches to regeneration of the Eastside and 22@ districts, both historic areas near the cities' commercial cores. These districts are undergoing a transformation into concentrations of new economic activities especially in high technology, media and creative fields. In both cases planners and policy makers aim to create new districts that contribute to their city's economic competitiveness while simultaneously functioning as diverse urban neighbourhoods with a residential base and supporting community infrastructure.

Drawing upon interviews with key actors and analysis of strategic spatial planning approaches, this paper examines the challenges confronting policy leaders in the two districts, how they have dealt with these challenges, and the problematic issues that remain. It also explores the influence of contrasting institutional and political contexts, planning cultures and forms of co-operation between diverse stakeholders and organisations. The chapter concludes with some thoughts about the planning approaches and structures that are best suited to tackling the particular leadership challenges that arise in place-shaping in our inner cities.

## ***Regenerating Sheffield: Policy Streams, Governance and Timern***

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**Track 06:** Participation and governance

This paper adopts John Kingdon's [1995] policy streams perspective for analysing the changing nature of urban regeneration policy in Sheffield since the 1980s. In contrast to rationalistic and linear models of public policy formation where 'stages' are identified, the policy streams perspective directs attention to the importance of timing in policy action. Three distinct policy streams are usually identified: problem streams, policy streams and politics streams. While policy streams are conceived as being separate entities, it is the intersection of two or all three streams that is claimed to result in particular issues being addressed by the policy process. Through an application of the policy streams perspective, this paper seeks to explain efforts at regenerating Sheffield. It details, among other things, how changes in national government and its policies, the role of the European Union in providing structural funds, the actions of the city council as a policy entrepreneur, and the interactions between these different levels of governance, opened up a 'window of opportunity' for creating a programme for regenerating Sheffield's city centre.

## ***How to increase citizen participation in 'transitional' Serbia?***

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**Reference:** 657

**Track 06:** Participation and governance

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The paper will analyse approach and application of citizen participation in the circumstances of Serbian democratising society. As a key study, we will use the compilation of Spatial Plan of Belgrade Administrative Region and Master Plan of the City of Belgrade 2021. Based on the analysis of the current trends and historical background, an attempt is made to draw some conclusions regarding the evolving process of citizen empowerment.

## ***Haggle in the planning process using geo-ict.***

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Track 06: Participation and governance

Spatial planning was one of the first application fields for Geo-ICT. Since the fifties of the last century huge amounts of data are collected, combined and presented in maps and models. With these results spatial planners and urban developers created development plans for the town and countryside. Especially for visualizing plans, Geo-ICT can be very helpful.

However, the relationship between spatial planning and Geo-ICT has weakened over the years instead of becoming stronger. The planning world and Geo-ICT world have developed itself in different directions over the years. Also in current planning practice, the application of (new) Geo-ICT products is not often encountered, although research and development divisions of research institutes, agencies and commercial organisations continue to improve to more advanced systems. How is this possible and what can be done about it? In this presentation and paper we present results of a Dutch qualitative and quantitative survey about how and why Geo-ICT is (not) applied in the Spatial Planning practice. It will illustrate how Geo-ICT become part of planning again and how old applications should get a new role in future planning developments.

Participation is the magic word within current planning approaches. Next to all kind of physical spatial factors (landscape related), the social process in planning, the human factor, has gained much importance. Civilians, NGO's, policymakers and scientists of different disciplines are going through a learning phase to support and shape spatial developments. Planners are looking for new ways to facilitate that process. Innovative Geo-ICT certainly can contribute to this learning process, by offering better insight in the complex landscape, in which many stakeholders have to make their decisions. Not by offering more data and information or by building more advanced models (the current procedure), but especially by stimulating and strengthening the discussion, and make expert knowledge and spatial coherence logical for non-experts.

Geo-ICT can help in a planning process to get together the different interested groups, by using Geo-ICT innovations, eg 3D visualization techniques, serious gaming approaches, applying a map-table and Google Earth applications. Actually, the whole information process should be scattered around over several separate steps in the planning process. Therefore, it is necessary that the actors in the planning process have enough understanding of Geo-ICT applications and especially the opportunities it can offer, it should stimulate the search for creative opportunities. This can also enlarge the acceptance of successfully applying Geo-ICT and that geo-results can be better interpreted. On the other hand, it is important that the Geo-ICT developers should become more active in the planning process. To develop more useful and diverse information products and models, the developers of geo-applications need to have better insight in planning as a participative and learning process, as well as understand the different actors and their very diverse interests. The users are not only professionals, but are also civilians and other interested parties. Geo-ICT developers already should join at the start of a planning process. The Geo-ICT job will become more about facilitating and jointly interpreting the (spatial) data than exclusively data integration and modeling.

In the AESOP presentation and paper more material, like data processed and applied approaches as well as more conclusions, from the qualitative and quantitative survey will be presented.

## **Track 7 - Housing: growth and regeneration**

### **Track Chairs:**

Nicky Morrison  
*University of Cambridge*

Judith Allen  
*University of Westminster*

There is an underlying concern across society about the long term consequences of prevailing urban trends – increased wealth, consumption and personal mobility in contemporary society exists alongside persistent social and spatial inequalities. It is becoming increasingly recognised that new ways of planning to manage the processes of housing growth and decline are needed. The track welcomes papers which provide a deeper understanding of these underlying trends and ways to shape policy formulation through:

Showing how macro-level changes have led to variations in housing growth and development and the consequences of these imbalances on resource management and planning practices; Assessing the scope for planning policy to manage housing growth and decline across different spatial contexts; Providing illustrations of innovative planning responses, including enhancing the growth prospects of those locations witnessing relative decline and attenuating the adverse consequences of housing growth on areas that are expanding rapidly; Evaluating the relative opportunities and constraints on planners imposed by economic, social and institutional factors occurring in different national settings.

### ***Reurbanisation and housing markets in the central and inner areas of Liverpool***

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**Reference: 11**  
Track 07: Housing: growth and regeneration

British cities appear to be moving from a period of counterurbanisation into a situation of reurbanisation. One reason for this has been the rapid growth of residential development in city centres. At the same time as there has been, until very recently, a boom in city centre housing investment, many cities appear to have experienced housing market failure in parts of the inner city. Through a study of the city of Liverpool this paper considers the evidence to support the notion that reurbanisation is becoming an established trend. The paper goes on to consider the relationship between this emerging central area housing market and the surrounding inner urban areas. The paper concludes that there is evidence of reurbanisation (as defined by van den Berg & Klassen (1987)), partly driven by the economic revival of the city centre economy. However, much of this recent housing investment has catered only for a niche market and made a relatively inefficient contribution to overall housing supply. Nevertheless, with the exception of student housing, it appears to be segmented from and not adversely impacting upon the inner area housing market. If the goal is to broaden the appeal of city centre living to a wider social spectrum and to increase the efficiency of its contribution to housing supply then its provision needs to be more carefully planned in terms of housing mix, tenure, local environmental conditions and amenities.

### ***The Interaction of Housing and Neighbourhood Change: Spatial Context, Drivers and Policy***

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**Reference: 77**  
Track 07: Housing: growth and regeneration

Recent policy concerns over declining neighbourhoods and the delivery of sustainable communities have called for a more coherent and systematic investigation of our knowledge base over spatial change in neighbourhoods. Since housing is a defining feature of neighbourhood, our attention to neighbourhood change should focus on first examining the interactive effect between the housing market and the neighbourhood and second, how the wider spatial context and policy factors affect them. This will be discussed via the case study of the North West of England. While attributes such as infrastructure, public services, demographic and socio-economic characteristics tend to be generally present in most neighbourhoods, the precise quantity and composition will vary across neighbourhoods. This poses the key question of how we evaluate and understand neighbourhood change as each neighbourhood is

by no means homogenous. It logically leads to the idea of developing a neighbourhood typology. Based on the 2001 Census classification of the Mid Level Super Output Areas derived by the ONS, this paper will examine the changing dynamics of different types of neighbourhoods by including the ONS's mid year population and household estimates in the analysis. This will allow us to examine the nature of neighbourhood change in 2001 to 2005/06 and explore how the change is related to the characteristics of different neighbourhoods. The neighbourhood change dynamics will then be examined in relation to the changing housing consumption in the neighbourhood by examining house price, rental levels and transaction changes in these neighbourhoods.

To address the second question, the Housing Market Areas will be used as the wider spatial context to examine the key socio-economic, housing, environmental and policy issues that affect the operation of the neighbourhoods. The multi-spatial analysis of the housing and neighbourhood change within the wider Housing Market Area will allow us to find out the fundamental drivers of change both inside and outside the neighbourhood. The paper aims to contribute to the theoretical debate over the driving forces of spatial change and shed light on the debate over the government's planning and housing policy in delivering the place shaping agenda

## ***The Definition of Housing Market Areas: A Critique of Existing Approaches***

Stephen Hincks

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Reference: 97

Track 07: Housing: growth and regeneration

In recent years, national housing market research and policy have come to acknowledge that housing markets are heterogeneous and characterised by local issues. However, engaging with local housing market processes has been difficult because of the dominance of a narrow research and policy agenda that has tended to focus on the national housing market. Traditionally, in the UK, local authorities have co-ordinated local housing provision and have been responsible for assessing and allocating the amount of land needed to accommodate new housing. This has impacted on housing market analysis and policy development because of the acceptance of local authority administrative boundaries as approximations to local housing markets. In practice, local authority administrative boundaries have little functional meaning within the housing market and, in the past, their use as approximations to local housing markets has restricted the scope for housing market analysis and policy development.

In response, in recent years there has been increasing emphasis placed on understanding the analysis of sub-regional housing markets processes. Planning Policy Statement 3: Housing (PPS3) encourages the identification of 'functional' sub-regional housing market areas as a basis for developing a housing evidence base that could be used to inform regional and local plans and policies. However, precisely how sub-regional housing market areas should be defined has been subject to increasing debate. There has been limited guidance offered by central government in the form of its Housing Market Assessment Manual (2004) and more recently the HMA Advice Note (2007) which is intended to guide local authorities in the definition and use of HMAs for the purpose of developing housing and planning policies. Significantly, the Advice Note offers no firm recommendation as to how best to define HMAs, suggesting three broad approaches that could be adopted; house price modelling, migration patterns, and travel-to-work patterns. However, to date these three approaches have yet to be critiqued or evaluated in light of policy requirements.

Thus, this paper has two key objectives. The first is to unpack these three approaches and to offer an insight into the principles of the approaches and the mechanics underpinning each of their methods. The second objective is to offer a critique of each of the approaches in light of policy requirements, drawing on evidence from the North West of England which has in recent years become England's laboratory for HMA definition. The purpose of the exercise is contribute to the theoretical and methodological debates surrounding HMA definition and to stimulate further discussion on how best to take forward the development of a national framework for defining HMAs.

## ***Minimum Housing Space Standards in Italy and England***

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**Reference:** 117

**Track 07: Housing, growth and regeneration**

This paper reports on the initial findings of a comparative study of the 'neighbourhood' effects of minimum housing space standards in Italy and England. It examines whether standards for private housing have any discernable impact on neighbourhood balance in inner urban areas, thereby contributing to the preservation of social mix. In 1961, the Parker Morris Committee in England noted the risks associated with the over-concentration of small homes in specific neighbourhoods, arguing that this could have an adverse effect on 'neighbourhood balance'. It also expressed a hope that good planning and common sense would prevail, and ruled out the need for regulation of space standards for the private sector. But there is now a growing consensus that common sense has not prevailed and that concentrations of starter homes and micro flats limit social mix by preventing mobility within local housing markets. Social housing in England has been subject to minimum standards throughout its history, starting with the Tudor Walter Standards after World War I. But there has been no regulation of private housing in England. In contrast, Italy adopted a comprehensive set of standards affecting all residential development in 1975. Although evidence is mixed, there has since been a divergence of English and Italian space standards.

This project, funded by the RICS Education Trust, is examining this divergence comparing two case study – Manchester and Turin. It is considering the utility of homes being built for families; the forces that impact on space standards and the wider neighbourhood effects; and attitudes towards regulation, across the public and private sectors. The work is ongoing and due for completion at the end of 2009. This paper highlights findings to date.

## ***Theoretical foundations and empirical results of urban regeneration in Hungary***

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**Track 07: Housing, growth and regeneration**

Before of change of economic and political system the Eastern European countries – including Hungary – had not paid enough attention to the renewal of deprived urban neighbourhoods, to the maintenance of the building stock and to handling defects caused by the architectural technology. Consequently, problems related to the built environment in these countries appeared in an accumulated way. As a result, quarters with dilapidated residential and building stock have competed on the housing market with a handicap, and this often coupled with the appearance of social problems (Holt-Jensen–Morrison 2000).

Nowadays the cities of Hungary, and especially Budapest, are suffering from massive urban decline, deprivation and social exclusion which is mainly the result of a long lasting neglect of the building stock, the radical withdrawal of state from the housing market and the increasing social polarisation generated by the capitalist transformation of the economy. Local governments and investors have faced complications as a result of the postponement of renovation activities. In the last decade decision-makers on state, regional and local levels in Hungary gradually recognized the inevitability of urban regeneration and the opportunities the latter offers for architecture, economy and society.

Local governments worked out their rehabilitation plans and strategic thinking appeared, however, it took some time to manage and finance the processes with the involvement of adequate strategies. In the late 1990s but especially after 2000 a massive rehabilitation process started on the endangered neighbourhood types of the inner-city old housing and on the housing estates in the major Hungarian cities. The inner city especially the neighbourhoods near the city centre started to experience rising interest of investors. Thus, during the last decade first successful regeneration initiatives and programmes turned up both on state and local levels (Egedy 2005).

Topical objectives of long-distance urban regeneration process have been changed many times in the last decade in Hungary, however, urban development experts and decision-makers recognised the social role and potentials of urban rehabilitation. One of the most important problems in Hungary is that urban regeneration projects focus almost solely on the rehabilitation of the built environment and improvement of the quality of life (i.e. social environment) became often neglected during renewal. Expectations and visions of local residents towards their neighbourhoods should be taken into consideration during regeneration which is a pre-condition for successful projects. Western European cases show that urban regeneration can only be effective if development of built, natural and social-economic environments inside the city are closely linked to each other (Liechfield 1992; Roberts–Sykes 2000), which is not quite so in Hungary at the moment.

Twenty years after the change of regime stakeholders taking part in the urban regeneration process in Hungary

slowly realise that problems of the built, natural and social environments overlap and rehabilitation of neighbourhoods must be a multi-sectoral intervention based on strategic thinking, local activity and mutual partnership (Cough 1990). Due to the change of mind first integrated urban development programmes appeared in Hungary (first of all in Budapest) that already pay more attention to requirements and expectations of local strata living in the neighbourhoods. Through these projects focusing on the rehabilitation of built and natural environments of cities experts already try to generate also socio-economic impacts. This must be emphasised by the fact that urban regeneration will be speeded up in the coming years in Hungary.

The paper to be presented in the conference can be sub-divided into two main parts: i) The first part outlines the state-of-the-art of urban regeneration in Hungary together with short introduction of strategies on national, regional and local levels and types of interventions. Main differences between Hungarian and West European regeneration processes will be presented as well. ii) The second part highlights the main (social) impacts of current rehabilitation processes. Actual trends and characteristic features of urban rehabilitation closely related with quality of life are also presented by surveys conducted in case study areas on the territory of Budapest and the major Hungarian cities.

### ***Who can be retained in the core cities? Identifying 'influenceable' suburban migrants in four German urban regions***

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Track 07: Housing: growth and regeneration

The negative natural population balance is becoming increasingly important for the population size of core cities. For local authorities, however, natural population development is almost entirely exogenous. To countervail the shrinking of core cities, local authorities thus try to influence net migration. Besides inter-regional migration which correlates with regional economic development, net migration depends on intraregional migration. The latter can, in principle, be influenced by urban-development policy. However, actions taken in urban development have fallen short of planners' expectations. Accordingly, suburbanisation remains an important issue in nearly all German urban regions.

One novel approach to limit suburban migration is to develop strategies targeting specific target groups. We show that it is necessary to filter out those suburban migrants who would have stayed in the core city under certain circumstances. Our analysis focuses on the question as to which particular groups of suburban migrants can be influenced with respect to residential location choice by urban-development policy. In order to address this question, we analyze household-survey data for four typical German urban regions (Cologne, Leipzig, Magdeburg, and Münster). This survey comprises comparable information on the households' motives for suburban migration in the four regions. In our approach to identify 'influenceable' suburban migrants, the extent to which migration decisions are due to incentives provided by local authorities is described along two dimensions: the household's search for candidate new residential locations in the core city and in the suburban area, and its motives for leaving the core city.

Our approach to identify 'influenceable' suburban migrants allows local authorities to draw more detailed and better fitting conclusions for urban-development policy. The analysis shows that about half of suburban migrants are influenceable by local authorities and that the strategies of local authorities to limit suburbanisation should be concentrated on this group. In a next step, the group of 'influenceable' suburban migrants is further broken down by the households' sociodemographic characteristics and revealed preferences regarding housing conditions. This allows us to identify target groups that are manageable for the players on the local housing market. The results show that the most important target group are family households that acquire a house. Four out of ten 'influenceable' suburban migrants belong to this group. The analysis also shows that the desires to improve housing conditions and to acquire property are the essential driving forces for suburban migration, and that the most important motive for 'influenceable' suburban migrants to leave the core city is financial reasons attributable to the price differential between the core cities and their surrounding areas.

Thus, current actions in urban-development policy to limit suburban migration should (continue to) be targeted on families and households acquiring property, two groups of suburban migrants which intersect among several dimensions. But beyond a purely quantitative increase in the supply of single-family houses in the core cities, new solutions are required to accommodate the financial restrictions of potential suburban migrants. Great importance should be attached to information and advice strategies that inform potential suburban migrants with regard to the costs of living in the core city and the surrounding area, because, as our analysis shows, suburban migrants take insufficient account of the additional mobility costs in the surrounding area in their decisions on location.

## ***Residential development, housing demand and land-use planning: Elements of knowledge to approach ageing population challenges***

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Track 07: Housing: growth and regeneration

Population dynamics is central to the development of the residential demand. A comparative analysis over a long period (50 years) of the relationship between population growth and urban growth of fifteen European cities, suggest that population growth over the last 50 years have favoured urban sprawl. Indeed, 90% of new residential areas were located in peripheral areas. Moreover, there is a narrow relationship between the housing demand and the household numbers. From the projections supplied by the World Population prospect, 2007, <http://www.un.org/esa/population/>, because of its relatively weak increase or decline rate, the population of all the developed countries should remain practically unchanged between 2007 and 2050. In European countries, 20 % of the population is already 60 years old or more and this proportion should reach 33 % of the population in 2050. Demographic change will be then one of the key challenges many industrialized countries will face in the future. Globally, at least until 2050, the older population is expected to continue growing more rapidly than the population in other age groups. Such rapid growth will require far-reaching economic and social adjustments in most countries. The issue of access to housing in conjunction with the new configurations of population structures is one aspect of this adjustment. When the household's size decreases, the number of households increases more quickly than the population. The satisfaction of the demographic demand in housing will require an increase of housing supply. Extending the housing stock will lead to two solutions of land consumption: consume not yet urbanized areas or increase density of areas already built. There is here a real dilemma for public policy because the changing preference of households in terms of housing and residential location has been very space consuming so far. Indeed, in a country like France, there was a preference for individual housing and if possible in areas of low density. That has resulted in urban sprawl and process of peri-urban development. This is not an isolated case. For most European countries, the functional interactions established between urban centres and the surrounding rural areas occur and raise questions concerning the new urban/rural relations and the underlying dynamics. This article aims to provide some thought on relationships between supply and residential demand in the perspective of population growth today. Some dimensions drew our attention. We stated first how this residential demand arises now facing population increase as a factor of urban sprawl. The demand raises in particular the relationship between demographic location, urban shape and hospitality in territories of new populations (I). We will consider in a second step what is the output of economic models in terms of knowledge on the demographic influence on housing demand on the one hand and household's preferences on prices of real-estate market on the other hand (II). In addition we will consider the relationship between demand and supply in terms of planning systems. These will be analysed according to their influence on land prices, partly on the prospects for sustainability displayed today at a French laws management (but also at European level) and reflections on the preservation of green belts (III).

## ***The Relationship between the Level of Housing Supply and Crowding in Housing Occupancy***

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Track 07: Housing: growth and regeneration

Housing production in Turkey has been greater than the needed amount of dwelling units in most years since 1985. However, housing starts have shown great variation between provinces. Local studies have been carried out in eight sampled provinces in order to investigate the reasons behind such variation. It was expected to find out that the level of housing production is primarily related to the supply of land, which is the outcome of different levels of planning activities and infrastructure provision. Because of the absence of officially published real estate price statistics in Turkey, housing production could not be related to the effects of price changes. In this paper some of the outcomes of this research will be presented.

The adequacy of housing production in urban settlements of each province is measured by housing starts-to-newly formed households ratio for five-yearly periods between the years 1985 and 2006. The role of planning and infrastructure provision in urban land supply, which is primarily under the responsibility of municipalities, is investigated in provincial centres. It is found out that there have not been any shortages of planned areas in cities, unless being constrained by some natural factors, and of infrastructure provision. But the same is not true for the supply of subdivided land.

The effects of the level of housing production on overcrowding in housing use of households are studied. It is shown

that overcrowding problem has been greatly eliminated in cities where sufficient number of dwelling units is produced for newly formed households.

### ***Demand and Supply Factors that Affect Variation of Housing Production between Provinces in Turkey***

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Track 07: Housing: growth and regeneration

Housing production, on the basis the number of dwelling units for which construction permits have been issued per each of the newly formed households, has shown great variation among provinces in Turkey. Calculated averages for the 1985-2000 period was as high as 2.21 for a western province, whereas it was as low as 0.25 for some south-eastern provinces. The supply gap is met by unauthorised housebuilding, as Building Censuses of 1984 and 2000 show that number of dwelling units per household increased in every province during that period.

In order to find out the factors that affect this phenomenon, first a macro level study covering all of the 66 provinces of Turkey was undertaken, which is followed by local studies in eight sampled provinces. Due to the absence of officially published housing price and construction cost statistics, they could not be included as independent variables in regression equations of the macro level study. Statistically significant coefficients with positives signs are estimated for variables representing, provinces where second home production is important, housebuilding cooperative membership per household, per capita GNP of the province and the number of dwelling units per household in the province in 1984, whereas negative coefficients are estimated for the variable representing population growth rate of the province.

Local studies are focused on provincial centres, and data that are not available in officially published statistics are collected. Information on the supply of land as an outcome of planning and land development initiatives of municipalities are gathered from municipalities, interviews are carried out with estate agents to get their estimates on housing prices and with housebuilders in order to learn the ways in which they produce and sell housing. An upward sloping supply curve is drawn representing the relationship between housing starts per newly formed households and the average price of certain types of housing in selected cities. Results of the interview survey with housebuilders indicate that the amount of land with planning permission, which is related to the ways in which land development is undertaken in the city, affects the price level of land and its share in the production cost of housing, as well as the conditions of entrance into the housebuilding industry.

Average household incomes, on the other hand, which is a proxy of housing demand in the city, appear to be the most important determinant of marketing conditions and profitability of housing production due to small share of mortgage finance in housing transactions.

### ***Measurable and Non-measurable Drivers in Housing and Neighbourhood Urban Regeneration Policy Areas***

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Track 07: Housing: growth and regeneration

This paper discusses the use of Geographic Information Science (GISc) in spatial studies of neighbourhoods at the city scale and within a Housing Market Renewal (HMR) area. Exploration is made into the benefits and shortcomings in providing evidence using geo-referenced data in advanced GISc such as Local Information Systems (LIS). Alternative drivers such as health, transport, and ethnicity are explored that were found to be unavailable in some systems. Alternative data, indicators and boundaries from the US are also discussed such as the use of block geographies and a network of US data systems. The paper also brings out discussion on the application of information to spatial policy with a focus on area based policies such as HMR.

The use of measurable data is discussed in relation to its application via non-measurable drivers. These non-measurable drivers will centre on policy itself involving the design and delivery process, local authority co-operation, political cycles, funding constraints and political boundaries. The research therefore seeks to demonstrate that a blend of measurable and non-measurable data sources can provide a useful insight into the wider policy programmes involving neighbourhood urban regeneration. Effectiveness of policy as a driver in itself in an HMR area will also need to consider cross cutting relations to PBIs (People Based Initiatives), Strategic Frameworks, Area Agreements, and Regional Growth. The research is formed from secondary sources either from literature searches or from semi-structured interviews. Interviews were with experts and practitioners in the public and private sector with knowledge of neighbourhood urban regeneration and/or HMR policy.

## ***Delivering homes through urban regeneration in the UK, France and the Netherlands. What will the future consequences of the market-led past be?***

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The paper examines how regeneration projects have become important delivery mechanisms of affordable residential development in European cities and the opportunities and limitations of this approach to dwelling delivery. Urban regeneration projects were re-deployed in Europe's cities during the last couple of decades in an effort to tackle a variety of policy goals, involving a widening range of actors whilst increasingly depending on private investment to finance their ambitious agenda. Though the relationship with private investment is now challenged following to the collapse of property markets and the shortage of cheap credit (or even because of that) the role of regeneration projects in delivering policy goals is becoming even more crucial.

The paper explores the relationships, the objectives and strategies of the actors engaging in urban regeneration projects in cities of 3 advanced European economies. It researches the outcomes of their interactions as these transform under the influence of changing market circumstances and associated risks. This change is mediated through institutionalised negotiation mechanisms and changes in norms and routines of the actors involved. The paper focuses on the way this change is reflected on the provision of residential developments within a context of increasingly polarised housing markets and urban growth patterns. It will argue that although regeneration projects can and do deliver much needed dwellings, the past dependency on markets creates a series of consequences. It had in many cases caused the projects to fall short of the desired socio-economically sustainable outcomes and has affected the organisational, managerial and technological skills and capacities of both the public and the private sector.

It is yet unknown how the shifting roles of the state and the private sector in such projects will affect their practices and agendas. What is more, it is still uncertain how the shift of the financial burden to the public sector will contribute in addressing the sustainability agenda. Though it is too early to know the outcomes of this ongoing process, this paper will provide some key areas for consideration based on the experience of the past couple of decades.

## ***Agent based modeling of informal settlements in Sub-Saharan cities***

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Track 07: Housing: growth and regeneration

The major trend in urban agglomerations in developing countries is the growth of informal settlements. Informal settlements, characterized as non suitable housing in opposition to the expected standard and (planning) regulation, represent almost the entire housing development in most of the large African cities due to weak statutory planning. Informal development under poverty can be conceived as a positive because income generating activity, e.g. through renting of rooms. But at the same it threatens the functionality of the city by blocking vehicular access, encroaching upon land reserved for public infrastructure, threatening public health and settling on flood-prone land.

In Dar es Salaam, Tanzania about 90% of the residential area is informal. While these settlements cannot be regarded as illegal because most of the informal settlement dwellers purchase the lands from their rightful owners, they are still informal because the dwellings have been built without a permit on land which has not been zoned for residential use.

Agent based modeling allows to simulate those growth processes based on the individual behavior of defined agents, e.g. the residential preferences of different income classes. While several agent based models of land use change in developed countries exist, the implementation of these techniques for informal settlement is still in his infancy. Main challenges of modeling informal growth processes are the necessary level of complexity of the informal urban system, the level of heterogeneity of the agents and uncertainty of driving factors (preference behavior).

During the conference two multi agent systems simulating the informal settlement growth in Dar es Salam for different spatial scales will be presented. The spatial analysis of urban growth patterns as input for the models will be described as well as the verification and validation of the models using existing land use data. The final discussion focuses on the question how this approach of modeling urban growth processes can be used for spatial planning and decision making and for policy formulation.

## ***The Housing Demand of the Urban Ageing Population***

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Track 07: Housing: growth and regeneration

The latest census confirmed that, in common with the developing countries, this is an 'ageing society'. Facing the fact that the older people, so called baby boomers, may become the majority of the population in the near future, the emerging changes in housing and social structure over the coming decades have started to gain more attention in many Asian countries. Recent studies further indicate a significant tendency that most older people prefer to stay in general-need housing and seek living environments with greater vitality.

Part of this emerging demand might be satisfied by creating ageing friendly cities. It is foreseeable that many related consequences will be encountered in creating ageing friendly cities. In Taiwan, older people aged over 65 have been increasing rapidly since 1993. The similar demand for a safer, comfortable, convenient and independent living environment has been emphasized in the past five years. This rising issue has evoked a series of relating tasks. How well could the society respond to the ageing phenomenon from the spatial planning perspective is the main question in this research. Aims to explore possible living demand of the increasing older population in Taiwan and seek for the significant housing preferences of the urban ageing population in order to identify the potential issues that the local government might encounter in the future policymaking process. Therefore, through a considerable demographic analysis targeting older people aged 55 to 75, and housing and social policy review in Taiwan, this research expects to identify how the major ageing population fit in to the urban life to fulfill various needs.

Quantitative research method will be conducted to compare with the result from policy review.

inally, the need for further research into housing for older people is suggested government, society and enterprises to pay attention to the old people and offer reference to planning and management of the ageing friendly environment.

## ***New Urban Housing***

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Track 07: Housing: growth and regeneration

There have been significant changes in the form of new urban housing in English cities in the last decade. High-density apartments built by the market have become the norm, a product of policy objectives to boost housing supply within towns and cities, and a booming housing market that boosted both occupier demand and investor demand for city-centre flats. While the initial reaction to such development was largely positive, with new urban housing a key component of the Urban Renaissance in English cities, there is an emerging critique that refers to the quality of the housing and related community facilities and the lack of diversity of housing types. The new phase of urban housing development coincided with significant growth in the investor, or buy-to-let, market in housing, and the product has been strongly influenced by investor demand. The global financial crisis and subsequent housing market collapse has impacted particularly severely on this form of housing, raising questions about the longer-term sustainability of the market-led approach that has dominated urban residential development. The paper uses evidence from a case study city (Bristol) to examine new urban housing and the factors shaping this form of development, as well as the sorts of policy challenge that the financial crisis is creating.

## ***Spain: Social housing in urban context. Facing the past to build the future***

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Track 07: Housing: growth and regeneration

In the last few years, the Spanish growth in the real estate sector has entailed a big promotion of social houses, many of them with singular character, even spectacular some times. These public interventions are interesting from an architectural point of view but reflect, at the same time, a tendency to formal experimentations that, in many cases, do not go beyond the pure constructed object.

This proposal is the result of a research that has been carried out in the context of the Researcher Group 'Social Housing', directed by Luis Moya in the Universidad Politécnica de Madrid. We re-examines social housing in urban context. According to our thesis the greater results are consequence, throughout history, of serial production with a big attention to communitarian spaces. In Spain new strategies are necessary facing the future: while a part of population is claiming its right to a worthy house, there are hundreds of empty apartments, in old towns and peripheries. It means that we have to think how is possible to build less and smaller houses and at the same time redefine and restore what we had build before.

We propose, with examples, possible solutions in order to conceive new housing policies, without profit spirit and with an acceptable degree of autonomy, tending to a social behaviour and not only to a political one. These solutions require a complex approach from urbanism, architectural project, construction, and new strategies of industrialization, in order to think about new growth and regeneration too. Only when these factors converge, new procedures arise from application.

## ***Housing market in Pamplona (Spain): from rapid expansion to sustainable growth?***

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Track 07: Housing: growth and regeneration

The housing market in Spain has been in the headlines because of the extreme high volumes of new constructions over the last years, accompanied by a sharp rise in housing prices. The current economic crisis has abruptly put a halt on this process. For now, political attention is focused on keeping the production at a minimum level to keep the economy running, loosening some planning conditions and promoting social housing. However, the current situation may offer a good opportunity to reassess some crucial issues of sustainable planning of residential areas, such as urban sprawl, affordability, and variety in housing stock and neighbourhood design. In this article, the question is raised how these issues are dealt with in the middle sized city of Pamplona until today, and to what extend the financial crisis puts restrictions, or offers opportunities to improve on eventual weaknesses tomorrow.

## ***Managing housing growth through strategic spatial planning***

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Track 07: Housing: growth and regeneration

Spatial planning is seen by its advocates as an approach by which planners can achieve policy integration and coordination across multiple scales in an era of multi-level governance. Yet whilst such a notion underpins current approaches to planning, national concerns over housing delivery and the need to facilitate economic development have come to overshadow more deliberate processes. At same time, growing concerns over environmental issues provide further tensions. This paper explores the processes and significance of strategic spatial planning in and around Cambridge sub-region. Cambridge has been identified by the Government as a priority for growth to help further capitalise on the city's role as an international leader in the knowledge economy. Nevertheless, there are strong development constraints including the historic fabric and limits upon expansion by the green belt. The paper highlights how the planners through multi-level cooperation have attempted to reconcile these competing interests, balancing the need for steady expansion of the city's urban edge with safeguarding the purposes of the green belt. The outcome highlights how planners are drawing upon a range of statutory and non-statutory roles, processes and coalitions in order to manage housing growth.

## Track 8 – Planning and Law

### Track Chairs:

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Deliberating the relationship between planning and law, our track will look at the past and the future of statutory planning systems, property, and regulatory land use control. What kind of legal provisions have been successful or failed? Which cases demonstrate the advantages or disadvantages of regulatory planning? How do different legal systems deal with planning and law? We also want to take a look at future developments: After top-down regulation, after planning agreements, after extra-legal consensus – what's next? Papers will present practitioners' cases, discuss the exchange between planners and lawyers, or theorize legal approaches to planning. The focus may be on a particular country or cross-nationally. Contributors are reminded that participants to the Congress come from countries with different legal and planning systems. Therefore, country-specific legal structures should be made accessible to all.

### ***Responsive Land Policy for Clumsy Floodplains - How to Cope with Extreme Floods***

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Track 08: Planning and law

Floodplains are clumsy. They are clumsy, because what happens in the flood-plains is not rational. Although it is not irrational; rather it is polyrational. Different rationalities contest about determining floodplain management. This leads to clumsiness: Landowners continue building and living on their land in the floodplains although extreme floods threaten, harm or even destroy their health and homes iteratively. Planning even support landowners in this activity.

Currently, society can cope with this clumsiness. Water managers, policymakers, land use planners and landowners persist in their socially constructed clumsy patterns of activity. Due to time, these patterns of activity lead to an increase in intensity and frequency of extreme floods, and to more vulnerable potential damages in the floodplains. Risk increases; floodplains become inconvenient land. Later, society will no longer be able to tackle with clumsy floodplains. Another floodplain management is required for later.

Floodplains will then be so entrenched in the clumsiness that change will be almost impossible. Floodplains will be locked-in into clumsy patterns of human activity. Therefore, we need to avoid this lock-in today. We need to intervene in land policy of current floodplain management. This land policy must respond to clumsiness. I will describe such a land policy in my paper.

### ***The juridification of public/private development by European Law and the relational assets of regions: the case of public procurement***

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Track 08: Planning and law

Regional networks of public and private parties play a large role in urban development projects. These networks are an important part of the 'stocks of relational assets' (Starper, 1997, 44), which territorialized regions use to compete within a globalized economy to attract firms and increase standards of living. Within these networks contracting is often more relational than discrete (Van der Veen, forthcoming), i.e. 'the relationship is the deal' (Frieden and Sagalyn, 1989, 150). The idea of a Single European Markets is that barriers between submarkets within Europe will be razed, and European law has been developed in order to do so. Juridification does, however, not take place in a straightforward manner (Blichner and Molander, 2008), and there are different paths that can be followed.

In this paper the public procurement directive (EP and CEU, 2004) is used as a case study. The award of public contracts must follow specific proceedings, and this opens up existing relational networks to Europe-wide competition. The case study will map the juridification, using the dimensions distinguished by Blichner and Molander (constitutive juridification; juridification as law's expansion and differentiation; juridification as increased conflict solving; juridification as increased judicial power; and juridification as legal framing). Based on this analysis the paper discusses the potential impact of European regulations on public procurement on the relational assets of a territorialized region and on the practice of public/private relationship in urban development projects.

## ***Environmental rules' and regulations' influence on spatial planning***

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Track 08: Planning and law

Environmental rules and regulations limit the choices that can be made during a planning process. For example, air quality regulations stipulated by EU directives limit the possibility to locate new houses close to highways (Zonneveld et al., 2008). These environmental rules and regulations might result in the protection of otherwise weak public values. However, their stringency might also lead to omitting interesting solutions.

This paper addresses the question how environmental rules and regulations influence spatial planning decisions. Legal and policy documents will be studied to examine which international and national rules and regulations influence spatial planning decisions. During the last decades, the Netherlands have established an elaborate system of spatial planning and environment regulations. Meanwhile, conflicts between norms and interests and institutional arrangements to solve these problems have emerged (Verschuuren, 2008). Since these conflicts might emerge in other countries in the future, these other countries might be interested in these potential problems and solutions, and the choice has been made to study the Dutch case. The conclusions will provide insights in the working of the planning process, and will provide an inventory of influential rules and regulations and an overview of the characteristics of influential rules and regulations.

## ***The Greek urban status as it has resulted from the planning laws through time.***

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Track 08: Planning and law

The first time the Greek country tried to manage its cities status was in 1828 when according to a law all Greek citizens could take a specific part of land and build in it their residence. Since then, many laws have been created, in order to solve the increasing problems that had resulted from the concentration of population, laws that have shaped Greek urban status.

The phenomenon that is faced in Greece today, is that

- Laws that were created in 1923 still exist and 'function' in Greek urban web, while
- Recent laws have failed to solve the existing Urban problems and were replaced by others that still have not proved their value.

Our research's aim is to investigate the Greek Planning and law in three parts:

1. Examination and evaluation of the basic law tools that have created Greek cities from Greece's creation until today.
2. Reveal of the advantages and disadvantages of Greek urban planning and Urban function as it has resulted by Planning laws and
3. Investigation of the way today's legislation will shape the future of Greek cities.

The paper intends to cover the past, present and future of Greek planning laws in order to understand the creation of today' cities, realize their problems and propose ways to solve the problems that already exist or tend to exist in the future.

## ***Maori-owned native forests in South Island, New Zealand: governance, property rights and indigenous spaces of difference***

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Track 08: Planning and law

Struggles surrounding the governance of native forests managed by indigenous people (hereafter 'indigenous forest management systems' or IFMSs) have been a well documented issue in environment and planning circles and beyond since the colonial era. Innovative governance structures in IFMSs could be seen to be associated with a mission towards environmental sustainability and expanding opportunities for active participation by marginalised Indigenous groups in IFMSs (Smith and Wishnie, 2000; Rangan and Lane, 2001).

On the one hand, commentators have argued that in many IFMSs in both the North and South such new governance structures are becoming increasingly evident, with formerly politically marginalised indigenous communities increasingly incorporated into decision-making (Hunn et al., 2003; Bryant, 2005; Coombes and Hill, 2005).

On the other hand, critics have highlighted that such seemingly 'inclusive' governance structures in IFMSs have been far from successful in terms of both empowerment of local indigenous communities and sustainable environmental management practices. (Peluso 1995). Far from identifying 'inclusive' governance structures, these studies highlight continuing struggles over property rights and indigenous forest resource management issues, often emphasising the continuing disenfranchising of indigenous peoples from their ancestral domains.

In this study we set out to critically examine the governance of native forests owned and managed by the Maori in Aotearoa/New Zealand. We interrogate reasons for different forestry pathways in terms of how the process of European colonisation unfolded geopolitically and spatially, the response of the Maori to pressures linked to land allocation and land rights issues over time, and the repercussions of these responses for sustainable environmental management of IFMSs

## ***'Europeanization' of Water Law: A Second Chance for Sectoral Water Planning in Germany***

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Track 08: Planning and law

Sectoral water planning is currently having a revival in Germany. The basis for this development is the legal implementation of the Water Framework Directive (2000/60/EC, 'WFD') by the 7th amendment of the German Federal Water Management Act. Accordingly, waterbodies are to be managed across national and regional borders, by means of a coordinated approach within river basins. The central objective is to achieve a 'good status' of all waterbodies (watercourses, lakes, coastal waters, groundwater) in the EC until 2015 (Art. 4 WFD). The key to achieve this objective is an overall concept of river basin planning. The Member States have to establish for each river basin district one programme of measures (Art. 11 WFD) and one river basin management plan (Art. 13 WFD). While the former identifies the necessary measures to achieve the good status, the latter concretizes the objectives for each water body and contains all relevant information concerning the river basin area. Both types of plans have to be completed by the end of 2009. Currently, the drafts of the plans are linked to the participation of the wider public. Sectoral water planning doesn't break new ground in Germany. Already in 1976, several types of water plans had been introduced by the 4th amendment of the Federal Water Management Act ('Wasserhaushaltsgesetz', 'WHG'), meanwhile having been replaced by the above mentioned plans of the WFD. To these former plans belong water provision framework plans ('wasserwirtschaftliche Rahmenpläne'), management plans ('Bewirtschaftungspläne') and pollution control ordinances ('Reinhalteordnungen'). Water provision framework plans (Sec. 36 WHG, former version) covering larger river basin units ought to contain all water related information and correlations of the planning unit and were of low legal bindingness. Below that, management plans (Sec. 36b WHG, former version) focusing on concrete water quality objectives and measures were binding at least within the administration. At the lowest level, pollution control ordinances (Sec. 27 WHG, former version) had a similar content like management plans but provided legal binding restrictions against everyone.

Although, after all, the former Federal Water Management Act had provided a wide variety of planning instruments, its practical implementation is far from being considered as successful. Whereas at least approximately 40 % of the German territory is covered with water provision framework plans, management plans were established only sporadically. Pollution control ordinances were adopted hardly at all. As far as sectoral water plans were established, most of them date from the seventies and eighties. In the nineties, apart from a few exceptions, the planning process has been coming to a halt almost completely. In the newly formed Federal 'Länder' for instance, not a single plan was adopted. Instead, the water management authorities elaborated informal concepts of water management being comparable as regards content to the (formal) management plans according to Sec. 36b WHG (former version) but having no legal bindingness.

The here present contribution to the AESOP conference aims to identify which legal conditions successful practical implementation of sectoral water planning depends on. For this purpose, the former and the new sectoral water planning instruments first will be compared. This comparison is based on criteria such as content of the plans, legal bindingness, scale of the planning unit and the legal obligation to establish the plans. Second, the reasons for success or failure of the respective planning instruments will be analyzed. In this context it is necessary to establish a relationship to the German and European overall system of water protection. Third on this basis, there are derived recommendations for the legal arrangement of a successful sectoral water planning. This includes an assessment of the planning instruments of the WFD and their practical implementation.

## ***Participation in practice***

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Track 08: Planning and law

In Israel, as in many other countries, the right to participate in statutory planning is manifested in planning law by the objections procedure. This procedure allows objectors to be heard by planning committees, and the committees are legally bound to hear their objections.

In recent years, we have seen two contradictory trends in Israel. On the one hand, lawmakers have tried repeatedly to limit the scope of objections. Amendment 23 to the Planning and Building Law 1965, enacted in the mid-eighties, added the requirement that objectors submit an affidavit supporting the factual basis of the objection. Amendment 43, enacted in 1995 states that planning committees may impose a fine on objectors whose objection is deemed not to be in good faith. On the other hand, the courts have moved toward broadening the right to object by broadening the range of people who are entitled to object and the range of issues that constitute the basis for objection.

These contradictory trends raise many questions about how the right to object is interpreted and implemented in practice by the planning committees.

In this paper we present findings of two studies we conducted in Israel: an interview survey and an in-depth survey of objections in planning cases. The interview survey was carried out between December 2005 and July 2006. The subjects were the relevant officials in the local authorities and consisted mostly of planners, legal advisers, and elected officials.

The objections survey was conducted in the Central District Planning Commission between 1998 and 2000. We sampled some 20 plans in each year and all the objections to those plans. The sample constitutes about 25 percent of all the plans presented to the planning commission in each of the years, but not all the plans aroused objections. In all, we examined 65 plans, to which there were 171 objections involving 840 objectors.

The findings were surprising. Not only did we find that actual practice in Israel broadens the law and interprets it in favor of the residents, we even saw cases in which practice 'rebels against' changes that the law seeks to introduce in order to limit the right to object. Moreover, we found cases in which practice is the 'innovator' and the court rulings follow in its footsteps.

## ***Urban planning legislation as evidence of economic policies. The impact of the Spanish Law 6-1998 on Valladolid, a medium size city***

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Track 08: Planning and law

The aim of this paper is to show how the Law 6-1998, entitled Regimen del Suelo y Valoraciones, brought about a U-turn in the traditional urban planning legislation in Spain. This Law has contributed in an important way to the anarchic growth in Spanish cities over the last ten years. The current economic crisis and new urban planning legislation -2007- put a stop to this phenomenon, showing up the errors of the previous period and establishing a necessary period for reflection. The Law 6-1998 replaced the Law 8-1990, entitled Regimen del Suelo y Ordenación Urbana, following the sentence of the Constitutional Court of 20th March 1997. This sentence supported the regional governments concerning competence in urban planning according to the Spanish Constitution. The Law 6-1998, following the above mentioned sentence, modified how land was classified using a theory on the working of the land and housing market. This Law changed the rules of urban planning, deregulating how cities are formed, and conferring the power to decide how the city should grow on the politicians. Consequently, the rules of urban planning became meaningless. The effects of the new legislation were as follows: 1. Experience in urban planning and its techniques is undervalued; 2. Conditions favorable to the transformation of large areas of land, beyond what is reasonable from the social, urban planning and economic points of view, are created; 3. Political corruption is encouraged due to the commercialization of city planning decisions.

The Spanish urban planning legislations of 1956, 1975 and 1990 all have similar legal systems for creating new land for building. This fact demonstrates that they share a similar decision making strategy, establishing a link between social processes and urban planning decisions. On the other hand, the theory of the authors of the Law 6-1998 established that urban planning acted as a land monopoly, thus increasing the price of both land and housing. Consequently, in the new Law, the creation of new land for building in urban planning was deregulated, favoring

the elimination of obstacles at the time of putting land on the market, and thus making it cheaper. After the Law 6-1998 was passed, a sharp acceleration took place in the building sector all over Spain. This was characterized by the appearance on the market of large areas of new building land, and the construction of an enormous number of houses and flats. This Law has had extremely negative consequences in many places, specially on the coast, where the environment has been seriously damaged. However, our study focuses on Valladolid, a medium size city, in which there has been an enormous transformation characterized by: 1. The overproduction of housing that the market cannot absorb; 2. The incorrect use of the public infrastructures, specially the highways, as the means to enter the new suburbs; 3. The failure of the theory of lowering prices. Over the last ten years housing has risen in price on average by 15 % annually. However, in 2008, when the housing crisis began, the drop in price on a national level has only been 7.8 %, in spite of the great number of houses and flats unsold.

### ***Beyond command regulation – approaches for the management of urban growth and the conservation of natural resources***

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Track 08: Planning and law

Australian planning systems have relied on regulation, derived primarily from the traditional British system. Since the 1980s, however, complementary planning approaches influenced by US systems of financial and planning incentives have emerged. These seek to give Australian planning systems greater flexibility through the use of market-based mechanisms and financial incentives; planning bonuses, rights associated with the acquisition of land and development 'rights'; and traditional common law mechanisms such as covenants and easements. Therefore, each of the planning systems in Australia is a hybrid of the British and US styles, although the statutory and regulatory emphases remain.

This paper examines the problems associated with managing the urban growth of Sydney – particularly from the intersection of dealing with perceived property rights and the protection of natural resources such as biodiversity, water and agricultural and scenic lands. The issues are illustrated through several significant case studies. The singular reliance on traditional 'command and control' regulatory approaches as both a cause and ineffectual solution to the problems faced is highlighted. Newer 'market based' mechanisms which are being introduced (e.g. 'biobanking', a form of green offsets) or might be considered (e.g. transferable development rights) are examined.

The conclusion of this paper is that a mixed approach be adopted in which a number of tools are utilised – and that this needs to occur in the context of a sound overarching strategic planning framework. This constitutes a hybrid approach involving a 'fixed' strategic plan informing statutory regulation primarily through zoning and other development controls, augmented by a range of market based and common law tools.

### ***Planning and legal arrangements concerning the city in the post-2000 period in Turkey***

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Reference: 400  
Track 08: Planning and law

This paper aims to discuss the planning as well as the legal and institutional arrangements concerning the city which instrumentalize planning with respect to major determinants that stick out on intellectual, economical and political spheres in the post-2000 period in Turkey. In this context, second generation structural reforms that have come to the forefront of the agenda in the post-1990 period with the second restructuring process will be initially focused on. Legal and institutional arrangements that instrumentalize planning are being directly affected by the transformations continuing within the sphere of planning. In this sense, discussions within the sphere of modernity-postmodernity, which has an overall effect on the transformation of planning in intellectual sphere, will be initially considered. Legal arrangements in the issues of development, cultural and natural entities, tourism-coastal areas as well as the legal and institutional arrangements in governance that have been shaped in the axis of nation-state debates will be examined within the framework of globalisation concept that stick out in economical sphere in the restructuring of space. In this paper it has been aimed to attract attention on the fact that legal and institutional arrangements developed in the post-2000 period concerning the city, as being the main basis of the mentioned period, carry the traces of the changes emerged in intellectual, economical and political spheres and the mentioned legal arrangements, which have been put on the agenda continuously and at a great rate, undertake an instrumental role in the intervention of planning on space.

## ***Less is more: the impact and unintended consequences of de-regulation (UK).***

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Track 08: Planning and law

Since 1979, successive UK governments have attempted to reduce, simplify and clarify planning regulations. The publication in 1985 of the White Paper, 'Lifting the Burden' claimed that regulation was a burden on business and began a period of deregulation. Baldwin (2005) describes how in 1997, the emphasis switched from de-regulation to 'better regulation'. This paper shows that these and other reforms in the field of spatial planning, attempting to simplify and clarify regulation, have in fact served to increase and complicate it. The paper explains the reasons and consequences.

An examination of planning regulations introduced since 1997, and in particular those arising out of the Planning and Compulsory Purchase Act 2004 and the Planning Act 2008, suggests that there is a surfeit of regulation. The Town and Country Planning General Development Order of 1948 had 21 parts, which increased to 28 in the 50 years to 1988. Since then, the Order has grown in size to 40 parts. The most recent alteration to Part 1 concerning permission for householder developments (2008) attempted to simplify the regulations, but anecdotal evidence to date suggests that this objective has failed. Regulations concerning the grant of planning permission for major infrastructure were thought to be responsible for delays to decisions (Heathrow, Terminal 5 most often quoted), and radical proposals to simplify the procedures have been made. Even as the new regulations are introduced, it appears doubtful if they will produce the desired effect of speeding up decisions to bring about much needed investment, especially relevant in a recession.

Mandelkern's (2001) tests for better regulation are applied to a consideration of the regulatory framework for mobile phone masts. This is a particularly controversial and complex area of regulation which presents many problems of interpretation (Askew, 2006). One of the main problems with regard to the planning for the location of mobile phone masts is a lack of trust between communities and the Government, the Industry and local authorities. No other single form of development has been the subject of so much legislation, regulation, guidance, advice and scrutiny in an effort to avoid conflict and find solutions to a locally unwanted land use. In attempting to achieve some gains for an industry which contributes 4% to GDP, the Government's reduced regulations have created new problems for all stakeholders. This paper draws on research carried out over the past four years to suggest that attempts to produce regulations which are acceptable to all stakeholders have not worked, resulting in over-regulation. This examination chimes well with the focus of the AESOP conference on the relationship between the past and the future, and it concludes that simpler and clearer regulation can be 'better' and can benefit us all.

## ***Revisiting the compensation and betterment notions after one hundred years***

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Track 08: Planning and law

In every country where land-use regulations function, they often cause either an increase or a reduction in the current or potential economic value of real property. Two questions arise: Do landowners have a right to claim compensation from the planning authorities for injurious regulatory decisions that affect them directly? And the converse: do planning or local authorities have the right to levy some of the increment in value attributable to planning decisions? This is an inherent 'raw nerve' of planning law and practice with deep economic, social, and distributive-justice implications.

The hundredth's anniversary to the UK 1909 Housing, Town Planning Etc. Act also designates the first time in the world that the notions of compensation and betterment were addressed by a national statute (though still in rudimentary form). The purpose of this paper is to revisit the compensation and betterment issue while taking a global perspective of current laws and policies.

Although the British 'invented' these concepts, after many decades of rich experimentation and vicissitudes regarding one or both sides of the property-values question, current UK law no longer features these concepts in a direct manner (indirect or negotiated modes are another topic). Have the questions about the relationship between planning regulation and property values traveled to other countries? This paper will report on the first large-scale systematic comparative research conducted on this topic, covering thirteen countries in various parts of the world. Five of the countries share the British-derived common law tradition, eight share the civil law traditions.

The findings show that, for the most part, the direct levy of the betterment side of the formula has either never been adopted or has been abolished in most countries (but, again, there may be modes of indirect or sporadic capture, not discussed here). By contrast, the compensation side of the formula is distinctly alive in several countries. There is a surprisingly high degree of variation among countries – including among those with common legal

traditions. The findings indicate that countries may be grouped into three clusters: with minimal compensation right, with moderate or ambiguous, and with broad compensation rights. The differences are many, and required fine-grained analysis.

The findings of the comparative research show that the questions concerning the relationship between planning regulation and property values have not gone away, but the degree of visibility and interest by the public differ greatly. The conclusions from the comparative analysis offer opportunities for cross-national learning. I hope that the cross-national research will rekindle the interest of planning scholars in this inescapable dilemma and will resuscitate the debate on this issue, so fundamental to planning law and regulation everywhere.

### ***Planning and Regulation for Controversial Land Uses in the Urban Web: Frameworks, Policies, and Processes for the Red Light Districts in Greek Cities***

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Track 08: Planning and law

Is prostitution a legitimate profession, bound to free choice and access? Could its spatial base be defined as an official land use within the urban web? Does it attract other activities (from retail to recreation) which altogether add to the competitiveness of the city? Is it possible for such a zone to be morally and aesthetically acceptable? Could it function without some 'accompanying evils' like increased criminality, drug dealing etc.? How do tradition, religion etc. influence public perception about 'red light districts'?

The above questions are still hard to answer. Although prostitution is traditionally characterized as the 'most ancient' profession in the world, its urban functions are researched in a comparatively low degree. Traditionally, the way that most central administrations were dealing with these issues was through prohibitive rules, not much debated about. Recently, developments in some EU countries (i.e. legalization of the prostitution in the Netherlands and subsequent debate) attracted attention to the present form of sex industry and posed the crucial question: can planning –and in particular regulative planning– effectively intervene in the spatial characteristics of sex industry and by modifying them, have it included in the regular urban functions? The proposed paper aims to shed some light to the usually 'shadowy' dimensions of the urban sex industry –and in particular to its spatial dimensions– and attempt some answers to the questions posed above. It will provide an overview of the legislation and policies related to the functions of the red light districts in contemporary cities and it will specifically focus at the Greek case. Development through time of these neighbourhoods in Greek cities will be described and related to the equivalent legislation and policies –and the concurrent absence of planning– ending up to the present situation.

The current legal and regulative framework will be further analyzed and its accordance to the current spatial planning doctrines will be assessed. Finally, opinion surveys and interviews will exhibit the views of the directly involved, as well as of the general public, as it concerns the effectiveness of the current implementations of related laws and planning. Conclusions will reflect the dilemmas and challenges that regulatory planning has to deal with, in situations where urban functions, although always there, are for a very long time in the twilight of legality, and almost always in public disapproval.

### ***Planning and Law: an increasingly important marriage***

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Track 08: Planning and law

Though a lot of urban regions face challenges of contracting due to the forthcoming shrink of the population, many other regions still face challenges of growth in an era where sustainability in relation to climate change is an important value. In growing regions different desired spatial developments compete for the scarce available land. The pressure on land results in increasingly complex planning problems, which requires smart land use decisions. These developments not only emphasize the need for smart growth, growth control etc, but also that the production of planning increasingly becomes a matter of co-production. Players get more interdependent and need to plan via negotiation with many consequences for and for planning law. The Netherlands recently changed their planning law. This paper will explore to what extent the Dutch planners will have more possibilities to plan in complexity. Further it will explore lessons for the international planning community.

## ***From 'law-selling' policies to mobilizing the legal financial potentials a sustainable urban governance in Tehran Municipality***

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Track 08: Planning and law

Spatial Justice in Tehran as a major objective of the Revolution (1979) which was excluded from the priority due to the war imposed by Iraq (1980-88). Tehran renovation was started from 90s by assigning a powerful mayor Karbaschi (1989-98) on the top of the municipality, directly supported by President Rafsanjani (1989-97), for accelerating the Tehran renovation. He rejected the Modified Director Plan, approved by the 'Iranian Urban and Architecture Superior Council', claiming that this approved plan was not capable of supplying required financial resources for municipality actions. Therefore 'The immediate Urban Renovation' act was put forward, which was mainly aimed at giving financial independency to the municipality from governmental budget. The municipality's vast renovation actions, while had not clear and approved urban strategy, was strongly criticized for the Innovative policy: 'Selling the Derogation in new Construction Density (Tarakom-Forooshi/Selling of Density)'. That politic derogated the urban construction codes under pretext of financing the municipality. The municipality obtained financial independency from governmental budget through the Selling of Derogation in new Construction Density, without any precise rules, and the appearance of the city was changed. But still the illegal fund-raising routine has continued up to the present actualized via Construction Permits to dense construction applicants. A balance sheet of the three different phases of urban governance (the Karbaschi authority:1989-98, The First reformist City Council:1999-02 and The Second conservative City Council: 2003-06 periods) diagnose the policy of Tarakom-foroosh as an addiction and a chronic disease for fund raising the Municipality. In fact, urban management through lawful mechanisms like residential taxing, renovation charging tax, payment for parking spaces etc. in the scale of Tehran requires serious policymaking and planning by the urban governance. Unresponsive urban governance prefers passively to follow easy and massive but illegal method of financing like Tarakom-foroosh over the legal methods. This approach instigates corruption in the Municipality bureaucratic structures, and intensifies speculation in the land and housing market in Tehran. The analysis of correlation between the increasing real estate prices and the total surface of Construction Permits (by Tarakom-Forooshi) in different zones of Tehran proves the validity of this fact in the past 15 years.

The major deficiency in the urban governance is that the legal finance potentials are not been mobilized and developed. It seems that the existing legal potentials such as 'Urban Renovation and Development Cod (1968)' to be able for supply a considerable part of required resources for municipality's actions. But so far neither urban plans have studied and recommended these rules deeply, nor municipality has mobilized effectively the above mentioned legal capacities. The best urban plans will lose their feasibility guarantee without stable financial resource. That was why Tehran's mayor in 1992 put aside the Modified Director Plan and managed his vast activities without a clear and specified strategy which intensified the speculation in land and housing market in recent two decades. In this paper the legal potentials in the municipality code will be evaluated to draw a conclusion if taking and developing the legal finance potentials will ever contribute to guarantee the municipality actions of Tehran and obstruct 'law-selling' approaches to gain financial support for sustained urban governance

## ***International Comparison of Active Land Policy: Planning Regulations and Practice in Austria, Germany, Italy and Switzerland***

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Track 08: Planning and law

In context with the evaluation and revision of the Spatial Planning Act in Lower Austria a study is being made, which compares the legal planning measures dealing with building land declarations in the Kanton Gaubünden (Switzerland), Province South Tyrol (Italy), Bundesland Bavaria (Germany) and Lower Austria (Austria). This study explains some of the results of this comparison.

In all of the examined four countries the central spatial planning competences do not benefit (solely) the national legislator, but regional levels have important legal spatial planning responsibilities. Also in all four countries the relevant legal basics have been revised considerably within the past few years, among others reforms in connection with building land declarations are noticeable.

Again, in all four countries land use planning of the municipalities still benefits central importance as an essential part of local spatial planning. On the other hand, increasingly building land is not declared bindingly in land use plans any longer and the implementation is solely left to the land owners. To an increasing extent the declarations of building land are linked with additional measures, especially with private-sector agreements or contracts between land owners and municipalities. Spatial planning acts authorize municipalities to special agreements in various

degrees, which add to the traditional land use regulations.

The different goals and intentions in this connection which are being pursued by such agreements are considerable. Thus, it is not only agreed on the development within a certain period of time and use of pieces of real estate according to plan, but also the assumption of infrastructure and planning costs by the land owner, the transfer of pieces of property or the granting of building rights. In these agreements the siphoning off of financial profits above-average are increasingly regulated by rededications. The balancing out of advantages in planning by rededication is applied more and more in the planning law of various countries. In reality similar agreements can also be found in such countries, where no respective legal regulations are provided.

On top of that legal regulations include additional measures in connection with building land which extend the planning range of the municipalities considerably, such as fixed terms or expropriation means.

This report shows the various manifestations and developments within the planning law of these four examined countries, paying particular attention to the legal and planning framework and limitations.

In addition we are dealing with practical experiences and examples of application, especially in the actual implementation we are confronted with a versatile range of different fields of application.

### ***A libertarian approach to city planning; planning station areas in Tokyo***

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Track 08: Planning and law

Among scholars there is an extensive debate ongoing about the role the government should play in planning. On the one hand there are the proponents of governments planning who argue that land use planning is most efficiently coordinated by the government (e.g. Pigou, 1920). On the other hand, there are the defenders of a 'free' market who claim that the market themselves should be able to decide how to use and organize their land (Needham, 2006; Buitelaar 2007; Pennington 1999; Sorensen & Day, 1984). The defenders of the latter approach are called libertarians and are in favor of as little land use planning as possible. In this article the implications of this libertarian approach to planning are analyzed. First the main elements and general principles of libertarian planning are sketched. Then the workings of libertarian planning in practice are demonstrated by describing the city planning approach used in Tokyo. Three case studies are described which all focus on the redevelopment of station areas. The article ends with drawing lessons for the Netherlands, a country which is currently undergoing a shift from a restrictive towards a more development-oriented approach to planning.

### ***Does planning matter? A view on the impact of land-use plans in the hub of Israel***

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Track 08: Planning and law

Planning theory and planning practice lean on a huge body of knowledge dealing with the justification of planning as well as the rationale for constructing planning agencies and granting them with decision-making authorities. At the same time, however, very little was written about planning implementation and fulfilment. Despite few, albeit impressive, attempts to develop suitable tools plan implementation evaluation (PIE) is still at a premium, lacking in both substantial theory and methodology. Beside the vast effort invested in planning, authorized and use plans become the local law for considerable periods of time. Thus, land use plans have direct economic effect on land values and property rights, and the implementation of land-use plans signifies the power of planning legislature.

This paper aims to contribute to the scarce literature dealing with PIE by focusing on the impact of comprehensive, long-term plans on actual development. The research is based on assessing the implementation of a long-term land-use plan for Israel's Central District (DOP 3 authorized 1982 and its successor, DOP 3/21, authorized 2002). We do that by comparing the plan to the actual land uses that developed in the district with the help of remote sensing and GIS tools. Our findings show that district development do not always obey to the directives of the outline plan. The paper reveals the findings and discusses their implications.

## ***Graduate program in urban and regional planning***

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Over one billion of the world's habitants lack adequate housing. Nearly a third lives without security of tenure, adequate legal safeguards against forced eviction and without access to clean and affordable drinking water in their home. Another 100 million have no housing whatsoever. Ensuring the availability of housing is a policy priority in most countries. More than fifty national constitutions enshrine various formulations of housing rights and other housing related state responsibilities. However, very few national constitutions enshrine the right to housing.

This paper focuses on the various modes in which "right to housing" legislation is anchored in 7 selected countries: France, Spain, Portugal, South Africa who have formal anchoring in the constitution; and Germany, Ireland, Israel who have alternative policy tools and carry the right to housing in their "spirit of act". It is based on a literature review and takes part of a larger research that evaluates the affectivity of the constitutional right to housing as a tool to promote "housing for all" in selected countries. The paper argues that the need of housing is dynamic, diverse and socially constructed. Therefore, it is influenced by a complex set of social, economic and political differences, and evolving trends. Those ultimately, might bring to actual legislation when there is a poor guaranty of the right or limited access. The article briefly reviews the respective legislation and its background in the 7 selected countries. It exposes some important court cases offsetting the remedies offered by National courts and/or government, to the ones in need of housing. The findings show an interesting range of constitutional laws, from the most detailed versions to general ones, and countries that do not have a constitutional law, yet are suppliers de facto.

## Track 9: Urban Design and Physical Form

### Track Chairs:

Matthew Carmona  
UCL

Aspa Gospodini  
University of Thessaly

This track solicits papers that explore the different physical dimensions and design parameters of urban space related to place making, quality of urban life, and the management of cities through physical form and design. More specifically, we call for papers on the following topics:

Place making, Place Identity, Liveability and quality of urban space.

These virtues of urban space have across time and culture been key objectives underlying efforts of urban planners and designers. Today in the framework of cultural globalisation, multi-ethnic and multi-cultural societies, and the lifestyle isolation of the individual in informational societies, these objectives face great new challenges.

Managing cities by means of urban design and physical form.

Under the conditions of economic globalisation and intercity competition, physical planning and urban design appear to have undertaken a new role as generators and catalysts of urban economies – especially those of urban tourism and cultural industries. Innovative planning and design schemes are consciously promoted and used by both state and private interventions as a means of managing cities and enhancing their development potential. In this context, papers on the links between urban design and real estate development are particularly welcomed.

Learning from the past.

Given that the central theme of the congress “Why can’t the future be more like the past?” reflects both the celebration of a century of planning education and the new challenges which planning and urban design face today, track 9 also welcomes historical papers that provide critical links between virtues of the past urban forms and contemporary search for producing quality urban environments through urban design and physical planning.

All papers should be grounded in appropriate literature and theory as well as in research in the above fields. In-depth evaluations of physical planning and urban design projects and their outcomes are also welcome.

### *Dialogue with Urban Space in Albania*

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Track 09: Urban design and physical form

The article tries to illustrate the fact that Cities maintains our efforts to create Space and to give it a character. Further the article illustrates the morphologic characteristics of Albanian urban space based on their process of formation, either in terms of spontaneous developments of origin, or those spontaneously (un)organized of nowadays. For this purpose several morphologic characteristics and space typologies of Albanian cities are described as well. The author aims to analyze the way Albanians have created, understood and dealt with their own ‘living space’. It calls also for another way of ‘space formation’ education in Albania. So, several concepts of space are confronted with factors of human influence, including the way of thinking especially by the schools of architecture, as well as their role in the process of transformation. The article makes a clear distinction to be made in the Albanian Language between the concepts of ‘place’(vendi) and ‘site’(mjedisi), pretending that here is where it starts the mistake between the meaning and formation of space, or vice versa. In this way, what is identified superficially by abstract location, physical elements (geometry and distances: the place), ‘suddenly’ discovers as a wellstructured world through site analyses and space character. Last, the article makes a serious effort to understand problems that exist in Albanian educational system of architects and planners, evidencing three main disciplines which are covered by the same profession in Albania: the architect, urban designer and urban planner.

## ***Mind the gap. The city from the open space viewpoint***

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**Reference:** 20

**Track 09: Urban design and physical form**

Portugal, as the westernmost country in Europe, is axially structured from a large population concentration and economic activities and, naturally, through an urban development which is situated predominantly on its western coast. The major and necessary forthcoming transformations, which will be predominantly of an infrastructural nature, and will require a more effective integration in the large international networks (such as the new international airport, the high speed train and the logistical platforms which will be interconnected and whose location is currently being discussed), already allow us to anticipate phenomena of great urban interest, particularly the aspects which, from a major transport perspective, will benefit from integration in European networks, with the possibility of forming part of the major airport hubs.

Considering these multi-level aspects of urban transformation as well as the several actors which have direct influence in the shape and dynamics of urban and metropolitan development, the paper will mostly address topics regarding the large scale features which impact directly in the configuration of edgy areas in Lisbon, previously characterized by spatial and functional disjunction.

For this, the extremely steeped Valley of Chelas, characterized by urban splintering and superposition of major infrastructures was considered as of relevance for a future metropolitan centrality, opposed to its usual oblivious nature, which is marked by dereliction and social segregation.

The research gives evidence to the importance to clearly define a strategy and a coherent and flexible approach to a master plan, considering open spaces - in their different intensities and qualities - the most clever tool to articulate urban splinters, also by introducing different ranges of urban land uses.

The research used GIS techniques and resorted to the progressive enhancement of the cartographic sources and of other spatialised data, such as statistical information, and results from the contribution to different research projects which studied this city, from a metropolitan scope.

## ***Where is the café? The challenge of providing mixed uses in new developments***

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**Reference:** 25

**Track 09: Urban design and physical form**

A century ago most people could buy their daily needs within easy walking distance of their homes. Today few people have that choice. Large shopping centres have replaced community shops. Even the local pub and the community café struggle to survive.

Planners have been concerned about ensuring a good mix of uses in new developments since the origins of the modern profession. Even in the heyday of segregating land uses to protect residential environments planners designed convenient local shopping districts. In the contemporary era, mixed use has become a pivotal planning principle with the idea that mixing commercial, institutional, and residential uses at a fine scale ensures community vitality, economic vibrancy, and urban efficiency. Despite good intentions, however, planning practice reveals significant challenges in actually providing and retaining the desired mix of uses.

In this paper we report on recent research conducted on three Canadian cities that have adopted new urbanism and smart growth principles for planning new suburban communities. Local plans typically advocate mixed use nodes or propose 'town centres', project illustrations show lively streets and animated sidewalk cafés. Do new developments live up to these visions? By analysing data from interviews, field surveys, and policy reviews in Calgary (Alberta), Markham (Ontario), and Surrey (British Columbia) we examine the aspirations that communities articulate for mixed use that involves commercial uses. We also seek to understand the challenges planning faces in trying to achieve and retain the desired mix of commercial uses. Although policies and plans provide opportunities for integrating a mix of uses at the local scale, market factors (like corporate agendas and consumer behaviour) affect the probability that the plans prove effective. We will explore the tension between community design theory (which presumes that mix is natural and has been suppressed by decades of policy enforcing segregation) and practice in communities (which suggests that factors other than design play a major role in limiting mix). We are especially interested in the rationales that local planners, municipal councillors, and representatives of the development industry in our case study communities generate to account for the gaps between what policies propose and what gets built in new developments.

## ***Urban design and social life – the relocation of Kiruna town***

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Track 09: Urban design and physical form

In this paper we discuss a central issue in urban planning and design – the relation between urban structure and urban life. The paper constitutes of a theoretical part and an empirical part. Empirical findings concern the town of Kiruna in the far north of Sweden, which currently is planned for relocation due to the development of mining activities in the area. The theoretical part takes a starting point in an overview of basic social theory, in order to comprehend the meaning of the concept 'structure' and the relation between structure and individuals and social activities. Thereafter, we discuss three contemporary urban design ideals (New Urbanism, Post-Urbanism, Everyday Urbanism) within the social theoretical context. The theoretical reasoning is applied in an analysis of three different kinds of contemporary planning documents concerning the relocation of Kiruna. Each document tentatively corresponds to one urban design ideal. However, the planning documents are not consistently attributable to a specific discourse in social or urban design theory and are not based on any clear notion concerning the relation between the urban structure and urban life. Although the planning considerations in Kiruna emphasize the importance of physical structures for urban life, the focus is directed towards the significance of specific buildings and spots in the town for the location of social activities. These urban objects are thus not interpreted as parts of an inclusive urban structure. Our assumption is that this lack of ontological reflection will imply that consequences of urban change cannot be discussed adequately.

## ***Theory and practice in the development of sustainable housing in England***

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Track 09: Urban design and physical form

The recent experience of sustainable housing in England shows, with particular clarity, the dilemmas and issues in attempts to improve environmental standards in the context of economic uncertainties. It also reveals the tensions between and the limitations of the main discourses of sustainable development, those of ecological modernisation and its deep green alternative.

Experiments in low energy housing in England go back to the first energy crisis in the 1970s. They were pioneered by environmental activists outside government and mostly had an explicit deep green philosophy (Lovell 2004). Their development was mostly tied to a commitment to life-style change, involved much unpaid labour in self-build and involved the extensive use of expensive and sometimes unusual technologies. They did, nevertheless, demonstrate the feasibility of a radically different low energy style of house building and design.

In 2007, the government took up similar proposals for 'zero carbon housing' in the context of the 'Code for Sustainable Homes'. The proposals were presented both as a step change in housing design and a means of 'greening' proposals for an expanded house building programme. The assumption was that standards could be progressively raised over time; that the main problem was complacency amongst private house builders; and that, though seldom said explicitly, any additional costs would be born by land owners. The policy discourse was that of 'ecological modernisation' and this assumes environmental standards can be improved in a win-win policy, based on partnership with industry whilst avoiding life-style change.

The zero carbon targets, which were always ambitious, look increasingly unsustainable from an economic viewpoint. It is seldom straightforward to transfer experimental design principles into mainstream commercial house building.

At a time, such as present, with a house building industry in crisis, the mainstreaming of experimental design principles looks even more difficult. Though costs may diminish over time, zero carbon homes and their associated infrastructure are likely to remain more costly to build, especially as the carbon reduction targets are tightened. Such homes use additional renewable equipment, different materials and generally more complex and less buildable layouts. They also involve, in many cases, the end of standardised house types. There is, moreover, no evidence that low energy or zero carbon homes will be worth more on the market or, other than in exceptional circumstances, consumers will be prepared to pay more for the relevant facilities (Goodchild 2005). The subsequent management and maintenance of renewable energy systems raises further, long-term issues.

The present recession has also highlighted a mismatch in the skills of the workforce. Poor workmanship is already a reason why finished buildings are sometimes less energy efficient than their design and specifications would suggest (House of Commons 2005). In the future, the search for renewable energy sources will involve new and demanding types of electrical skills and additional complexities in design. Skills in the construction industry have in the past

suffered from a tendency for house builders to contract out work as a means of minimising their liability to the risk of recession. The current collapse in the industry has reinforced such tendencies. House builders are reluctant to undertake the long term investment in skills or design.

In this context, neither the deep green nor the ecological modernisation discourse offers a fully satisfactory way forward. The deep green discourse is of little help, unless the government embarks on a major advertising programme and succeeds in persuading consumers to accept less energy intensive life-styles. The ecological modernisation discourse is of little help because this is not a win-win situation. Zero carbon homes involve additional costs that have to be born by someone or some agency.

In terms of methodology, the research will draw on the reports of the House of Commons Environmental Committee, other government statements, the experiences of authorities which have required enhanced design standards on land within their ownership under initiatives such as Housing Market Renewal and selected interviews with developers.

### ***Physical Form, Spatial Configuration and Use of Streets: Children choices of streets as playground***

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Track 09: Urban design and physical form

Following the failure of many housing design schemes – Modern and post-modern - in European and North American cities to create lively streets, the diminution of the streets social dimension has become an international phenomenon well concerning urbanists for decades. Although in our era of informational societies and 'individualisation' of people's references, streets are primarily used for vehicle circulation and pedestrian through movement, they still represent a public space of major importance - especially for children, for which they may serve as a playground and a space for communication, interaction, socialisation, and joy. Earlier research has so far shown that the form, the boundary articulation and the spatial configuration of streets may be critical parameters of pedestrian use-patterns and densities. This paper investigates children's choices; and in particular, it examines the morphological and the spatial properties of streets that may have an influence on their use as playground. For the analysis of the morphological properties of streets, the research introduces a methodology based on the form and meaning of the boundaries shaping street space. For the analysis of spatial configuration of streets, the research adopts 'Syntactic analysis' as introduced by Bill Hillier [UCT]. The analysis of children's use-patterns of streets is based on empirical fieldwork in Thessaloniki, the second largest city in Greece. The so far research outcome points that children's choices can be described, interpreted and predicted in terms the morphological and syntactic properties of streets.

### ***The Spatial Layout Code, A Tool Towards a Consolidated Urban Design - Lisbon, The Telheiras Urban Plan***

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Track 09: Urban design and physical form

Different methods have been experienced in the urban design search process towards the accomplishment of the past quality. Many of those fall in a pastiche without urban or architectural quality.

Within Telheiras Urban Plan (1974), an innovative planning and design scheme was created in order to solve the time issue.

One of the objectives of the Telheiras Neighbourhood Urban Plan was to manage an accelerated aging process in order to achieve a sense of consolidated environment, instead of the superficial and detached image that characterize in general the new built areas.

In other words, the plan intended to reach at start the characteristics and quality of spaces with a past.

The "Spatial Layout Code" is planned to give the architects the directions for a coherent structure and image between buildings and urban space design, based on physical dimensions and design parameters.

Those were supported by a deductive language which can be vague, inaccurate/inexact, redundant and even contradictory.

The proposed tool outlines a framework to combine three main characteristics in the site making: the volumetric, the spatial and the functional. These have a direct application on buildings and urban space physical form and design.

The actual neighbourhood is the outcome of this new methodology of approach.

## ***Metropolitan Form! How the Future will be different from the Past***

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Track 09: Urban design and physical form

This is both a theoretical and pragmatic paper. The basic premise is that while a larger and larger portion of the globe's population lives at the scale of metropolitan regions, these places are the least understood spatial scale of urban agglomeration. While it is encouraging that NGOs such as OECD (2006) are beginning to place emphasis on metropolitan regions, this scale is particularly underrepresented in the academic and professional literature, particularly from a physical planning or form perspective.

The question is: what is the physical form of these metropolitan regions. This question goes beyond Wheeler's (2008) identification of five basic themes in the literature (normative, historical, quantitative definitions of sprawl, cultural, and subjective experience), all of which are arguably only limited in scale and scope. We ask the question: what are the elements and interactions that could be usefully exploited to understand metropolitan form. We see this as a new question since we argue that principles of 'urban' form cannot simply be 'upscaled' to these larger places. Principles of place making and place identity, notions of managing 'cities' by means of 'urban' design, and 'learning from the past' are potentially problematic in attempting to describe and calibrate FORM at the scale of metropolitan regions.

The paper focuses on four sets of questions. First, is it useful to conceive of metropolitan form as a collection of themed spaces (not at the project scale, but at the district or larger scale)? Second, what kinds of theoretical structures (ecological and/or economic) might or do exist that can capture the dynamics of form at the metropolitan region scale? Third, what kinds of qualitative and quantitative data are necessary to begin such a study, beyond the banal studies of advanced producer services and skyscrapers? And finally, what is the role of megaprojects or strategic urban projects (e.g., Carmona, 2006) on our ability to understand metropolitan form.

We view this paper as an extension of the 'tradition' begun by Simmonds and Hack (2000), extended economically by Sievert (2003) and symbolically by Thierstein and Forster (2008), to a quest for a empirically verifiable theory of metropolitan form (e.g., Prosperl, Moudon and Claessens, 2007).

## ***A view of Urban Form Trough a Physical (Land Cover) and Human (Census) Perspective – The case of Lisbon metropolitan area***

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Track 09: Urban design and physical form

During the last decade in Portugal, discussion about urban form has been growing significance, related with the importance of the strategies of sustainable urban development.

In this study, conducted within the research project Sustainable Urban Form – Methodological Approach for Portugal (PTDC/GEO/69109/2006), we took a series of landscape metrics to evaluate the territory occupation in the metropolitan area of Lisbon. Trying to seek to evaluate the most relevant indexes for the characterization of the urban form. With this we also pretend to evaluate the distinction in the results of the urban morphology of the metropolitan area of Lisbon making use of two cartographic bases of a different nature: Limits census occupation and urban land use.

The analysis of urban form can have different scopes depending on working scale and the urban dimensions intended to study. However, regardless of the dimensions and scale of the study, the analysis must be made on a spatial representation of the urban occupation. In this study we use the limits of localities presented in the census mapping base of the Portuguese National Institute of Statistics, and the artificial classes of CORINE Landcover. The aim is to test the application of quantitative morphological indexes to draw a general characterization of the occupation of the territory and at the same time to quantify the urban form, via two different cartographic bases.

Firstly, we want to know what is the best way to quantify and analyze the territory occupation, mainly at larger scales where the population density and the rates of change assume subtle differences? And secondly, how to assess the urban form of cities where the use of administrative boundaries are no longer feasible? In this context the spatial metrics appear as one of the best solutions for evaluating the urban form, given the fact that they are calculated only on the basis of descriptive polygons of the urban morphology.

The landscape metrics calculated are series of indexes which represent the morphological characteristics of the urban form and the spatial relationships between the units within it. The application of spatial metrics is one of the methodologies with greater potential in the characterization of urban form, but whose results depend closely on the cartographic bases used.

## ***Home Zones – Ideal places?***

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Reference: 254

Track 09: Urban design and physical form

The legislative basis for establishing Home Zones in England and Wales is provided for in Section 268 of the Transport Act 2000, which came into force on the 1st February 2001 (IHIE, 2009). Whilst creating a Home Zone effects road layouts and the urban design of housing estates, this is all with the aim of 'promoting quality of life and neighbourliness' (DTLR, 2001). As such Home Zones are about place making that enables a change in the way that we understand ourselves and seeks to challenge the isolation experienced on many new housing estates (see Richards 1990). Nations of community then centre on 'neighbourliness' and being available when needed but discreet when not (Lupi and Musterd, 2006). This paper looks at two examples of Home Zones in eco-housing developments, in England, and considers the aspirations of the designers and planners that influenced those projects, as well as relaying experiences of residents who now live in those Home Zones.

## ***Recreating Neighbourhoods: barriers to achieving quality of place***

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Track 09: Urban design and physical form

Creating more compact and dense urban form has been accepted into British planning policy as a means of achieving sustainable communities and a higher quality of place. The current global economic crisis is a moment in time in which it is useful to reflect on recent successes in sustainable development, critically assess what has been achieved and to draw out learning points for the future. Design quality is now an important component of policy and the usefulness of development tools such as design codes and masterplans has been demonstrated in previous studies (Carmona et al 2006). Issues of management, use and perception are also important attributes of quality (Carmona and de Magalhães 2007). Research by Dempsey (2008) has further elaborated the concept of quality of place, providing a framework for assessment that includes post occupancy considerations in addition to measures of sustainability and design quality. Nevertheless, less attention has been paid to the full complexity of processes by which sustainable development and a higher quality of place is achieved and how difficulties might be overcome (Williams 2004). This paper addresses these difficulties or barriers.

Evidence is drawn from four award winning case study developments of new, higher density urban neighbourhoods: Newhall, Harlow; Upton, Northamptonshire; Staiths South Bank, Gateshead and Canons' Marsh, Bristol. The case studies will be reviewed using Dempsey's framework and attention will be drawn to their urban design qualities and issues associated with intensification such as mixed land uses, accessibility, inclusiveness, management and maintenance. Although award winning, each case study demonstrates differing levels of success with regard to the framework criteria. The barriers to producing quality will be reviewed drawing on interview evidence with key stakeholders and participants in the development process. Learning points for future development will be drawn out. Because this research was commissioned by an overseas government, findings that have international relevance will be highlighted. Finally the conference provides an opportunity to reflect on the way in which the place qualities of these newly created neighbourhoods contrast with those from an earlier era.

## ***City Beaches as Post-fordist Placemaking***

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Track 09. Urban design and physical form

Since Paris Plage appeared in 2002, the practice of creating temporary artificial beaches on inner-urban sites has spread rapidly to cities throughout Europe. This paper examines a range of 'city beach' projects in four European countries to identify what lessons such projects offer for contemporary open space development generally, and to highlight their creative rethinking of how urban open spaces meet various social policy needs. While in physical terms these beaches 'soften up' the urban landscape, they also reveal a loosening up of urban development processes. The paper analyses the novel, highly flexible approaches to design, planning, financing, construction and management that have produced these spaces, which characterize a post-fordist mode of urban placemaking.

City beaches schemes often replace or bypass the traditional public-sector processes for the long-range planning, provision and management of open space facilities. Case studies are used to illuminate four very different models for delivering these schemes, each led by a different kind of actor: a national think-tank, a city mayor's office, a grass-roots community organisation, and a small-scale private entrepreneur. Through interviews with project organisers and local government facilitators, analysis of design proposals and built spaces, and observations of the programming and use of the city beaches, the research explores how these different schemes fit within existing governmental planning and development control systems, and what new policies, tools and management approaches they require. The most distinctive feature of city beaches, as an illustration of how urban open space is developed under post-fordist social and economic conditions, is that these appropriations are all very temporary. The constraints of temporariness and uncertain economic returns determine that city beaches are low cost and quick to assemble. These beaches radically reimagine open space as a product that is mobile, collapsible and storable. This is a 'just-in-time' model of open space delivery. In most city beaches, built investment is minimal. The development process is events-based, social as well as physical. Temporariness emphasises the city beach as a service rather than a material good. To ensure broad-based and recurrent patronage, and to maximise impact on visitors' perceptions and behaviour, intensive programming of these sites is just as important as physical changes. City beaches play host to a very wide range of social and cultural activities, sports and performances. This is the opposite of many renowned waterfront redevelopments, led by signature architecture but isolated from local economic and social activity and thus lacking in use. The potential that city beach projects offer to stimulate and transform space and social life is heightened by their temporariness, as well as by their stark juxtapositions of landscape, imagery, activity and cultural expectations. Their temporariness also overcomes much of the resistance to change that hinders permanent proposals, although it also raises the question of what longer-term legacy, if any, they may offer for local urban design and real-estate development.

As the current widespread economic recession in Europe curbs a long period of competitive city-marketing through big-budget flagship urban design initiatives, study of these city beaches offers useful lessons about the production and operation of public space and the custodianship of underutilised land in times of increasing vacancy, falling demand and scarce financing. This paper links the case study findings to the rapidly-growing recent European academic literature on temporary urban uses, informal appropriations of space, marginal urban spaces, the importance of events and event spaces for city development, and the 24-hour city; thinking which has its roots in the Situationist International, who emphasised participatory action to transform urban life, social relations and space, and who first called for citizens to look beneath the pavement to discover the beach.

## ***Planning cities for all***

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Track 09: Urban design and physical form

In the 1920s, Robert Moses, the powerful city planning director of New York, intentionally built physical barriers to limit access for most people. When the Jones Beach State Park on Long Island was opened in 1929, this was a great event for many people. But not for all. Some underpasses on the main roads were made so low that public busses could not pass, which meant that this new park was not accessible to the large and dense population of the Bronx and Queens.

Since then, much has changed in the way we look at the possibilities for and rights of all people to have access to all parts of cities. We now have a much sharper focus on how persons with different kinds of impairment, such as wheelchair users and persons with visual impairment, can manage to get around and take part in public life.

Since the later 1908s there has been a crucial change in the way we look at persons with a disability. We are moving from an individual, client and medical approach to an approach based on the civil rights of everyone to take part in public life in an equal way.

In 1990, in Washington DC, the ambitious legislation called the Americans with Disabilities Act, now commonly known as the ADA, was passed into law by Congress. This was a historic moment for all the disabled, indeed many feel that the passing of the ADA into law was not only a historic event in the USA but globally as well. Another important document in this connection is the UN Standard Rules on the Equalization of Opportunities for Persons with Disabilities, from 1993.

Since 1990 many countries have passed specific anti-discrimination laws, among them Australia, Canada, England, Sweden and from, January 1 2009, also Norway.

There are many terms used for this issue. In the US the concepts 'barrier-free', 'accessibility' and 'universal design' are used. In the UK, 'inclusive design' is the most common term. The EU seems to prefer the concept of design for all.

Universal design is a relatively new paradigm that emerged from 'barrier-free' or 'accessible design'. Barrier-free design and assistive technology provide a level of accessibility for people with disabilities, but they also often result in separate and stigmatizing solutions, for example, a ramp that leads to a different entry to a building than a main stairway. Universal design strives to be a broad-spectrum solution that helps everyone, not just people with disabilities.

The paper will present and discuss different strategies and solutions to remove and reduce a number of physical barriers which prevent persons with a disability from using the cities, both as local inhabitants and also as visitors. Examples based on the authors studied that will be presented are from San Francisco, Berkeley, Boston and Washington DC in the US, and Barcelona, London, Berlin, Stockholm and Oslo in Europe.

Solutions in the US after 1990 are very much influenced by the ADA and the ADA guidelines. In Europe, for the case of Barcelona, for example, the approach was more a general goal to build a city for all, without this being guided that much by specific legislation.

To respond to themes of the track the paper will, of course, comments on Place making for all, Place Identity for all, how to manage cities for all through design of physical form. And also see if we can learn the past. How did the functionalist heroes from the 1920s and 30s think of planning for all?

## ***Action Research by Design***

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Track 09: Urban design and physical form

It is common knowledge nowadays that our living environments are co-produced by a multitude of actors. The different subject positions of these actors and their values, interests and identities inform the very different ways in which these actors read space and its qualities and (discursively) frame their claims about the desired qualities of a particular space. The co-production of living environments thus forces us to find ways to discuss space and its qualities with different actors and define and agree upon 'shared terms' of reference for spatial quality. Communication about (spatial) quality is 'tricky' however because of the absence of an 'everyday language and speech' for quality. It is often difficult to find appropriate and adequate words to express certain qualities of space and many terms used to refer to spatial quality are rather abstract and are embedded in different conceptual frameworks. Our basic proposition here is that design is a medium through which shared terms of reference can be arrived at.

We propose that the activity and outcome of designing can be a hat-rack for the development of shared terms of reference for spatial quality because they hold the process together without fixing it to a particular position, they expose spatial qualities without making them 'untouchable' (undiscussable, unchangeable) and they make spatial qualities more concrete. The main question dealt with in this paper thus becomes: (how) can research by design contribute to the interpersonal and intergroup sharing of terms about spatial qualities? More specifically, we are concerned with:

- how and under which conditions designs and designing contribute to the comprehensibility and tangibility of discussions about spatial qualities;
- how images (sketches, diagrams, plans ...) compensate for the abstract character of words;
- how designing can clarify and overcome mutually exclusive frames such as 'quality as intrinsic' and 'quality as relational';
- how designs and designing generate or stimulate a positive dynamic within the interpersonal and intergroup discussions about spatial qualities.

The paper is based on qualitative and comparative case-study research of Rabot in Ghent, in which research by design is deliberately used as a tool to enhance the spatial qualities of a site. The potential of research by design to generate shared terms of reference about spatial quality will be analyzed through participatory observation and interviews with a representative set of stakeholders, including the program director of Rabot. We will focus on three different design processes: research by design by Technum within the context of the spatial structure plan Ghent, by Arcadis – Gedas for the development of the Stadsgassite, and by BUUR preparing the request for urban renewal subsidies from the Urban Policy administration (Stedenbeleid). The expectation is to find indications about the relevance of research by design as a form of action research, in which many stakeholders can participate, and about the conditions under which design can operate as a catalyst and integrative factor for the development of shared terms about spatial quality and can empower the involved actors.

### ***Achieving the concept of unity in future planning of cities in Iran***

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Track 09: Urban design and physical form

Among the territories where one can witness thousand years of organized settlements, Iran has a special place. By flying over traditional cities of Iran or through visualizing the old documents recorded by travelers to Iran plateau, we can get a quite clear image of what used to be the concept of city and territory during history. Considering a traditional city and society as a complex consists of different related and interconnected parts, through some comparison and analysis, this paper introduces 'the concept of unity' as a criterion which makes urban complexes look pleasant while at the same time measures social and group cohesion within society. This looks in contrast with the image of contemporary cities with their fragmented and discontinued urban structures which results in individualization within society. Therefore, in this paper I will try to answer to this main question:

How we can get the concept of unity back to our contemporary and future cities?

The following paragraphs elaborate the main concerns regarding the theme of unity in urban spaces.

The first part of paper illustrates the physical and social structure of Iranian cities before the turn of century by looking at the city within its larger territory and the city as a separate self-sufficient entity. In both cases, we consider the city as a totality (wholeness); a point of reference in space and an active shape (mass) that bounded up by passive space. The interaction and integration between mass, space and activities (economical, social, cultural and political) makes the rich urban complexes consist of elements like squares, mosques, bazaars and madras. The result of this process is a network with strong links and relations between its parts while the final product is conceived as one single unit in space. Extending the concept of unity to society, we will understand that in traditional Iranian society the social and group cohesion is prioritized over individual identity. This might be due to the Islam's ideological instructions that emphasize strong social participation.

The second part illustrates the Iranian cities after constitutional revolution (1906). Formation of central state which substituted the system based on tribal affiliation accompanied by changes in traditional social division of work undermined the physical and social features of traditional Iranian cities. From physical point of view, the new city is the twentieth-century outgrowth of the old town, often surrounding and spreading out from traditional core. From social point of view, the new community went through the process of individualisation which meant the end of traditional group cohesion and social ties. Therefore, the final result is the new society which is getting far away from the concept of unity which was ruling over our tradition society.

The paper concludes by challenging the main question which is "How we can get the concept of unity back to contemporary and future Iranian cities?". Being far from the concept of unity in contemporary city and society, this part tries to suggest integrative vision toward city and society. Achieving unity with-in city and society demands conscious evaluation and methodological studies of traditional urban spaces which is in contrast with today urban and architectural standards and norms. Only one single vision, let it be architecture, urban design or urban planning, can not guarantee the unity within cities. Based on Iranian context, but the result of study will be useful in providing general knowledge in planning contemporary and future cities in other international contexts.

## ***DETACHING URBAN LANDSCAPES FROM THEIR PAST: Digital architectural design and clustered post-industrial economies.***

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Track 09: Urban design and physical form

Since the early 1990s, the increasing use of New technologies in many creative activities and the spatial concentration (clustering) of flourishing sectors of economies in certain parts of the city, have contributed in the radical altering the urban landscapes in European and American regions of advanced economies as well as in Asian regions of growth economies. This paper investigates the emerging new urban landscapes, generated by (a) digital architectural forms and the new technologies in construction techniques and (b) clustered post-industrial urban economies in inner city areas. More specifically, the paper documents and exemplifies the new species of urban landscapes that are produced by the recent development of innovative urban design schemes and the creation of new epicentres in inner areas of European cities such as Milan, Barcelona, Berlin, Bilbao and Valencia – a sample of cities belonging in different classes and groups, but all characterised by the creation of clusters of avant-garde architectural and urban morphology and the generation of new epicentres and urban landscapes.

### ***The space of a recent past – the place of a near future***

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Track 09: Urban design and physical form

Recent planning policy within the UK has been focused on the desire to create 'Place'. Swathes of policy initiatives have been implemented in support of the creation of 'Place'. However, there is a paradox associated with the production 'Place' – a 'sense of place' is a socio-geography term relating to pre-existing cultures and the relevance of place for these.

The production of the built environment, within the UK, is market led and reliant on private enterprise within a 'free' market. It is measured / valued in terms of monetary gains - neoliberalism. Current UK spatial policy is designed to support the production of the built environment within market conditions; in effect, spatial policy is designed to produce the physical environment of neoliberalism.

Constructed to exploit market conditions through the commodification of form, the built environment is principally based on the emulation of desirable place through the aesthetic reading of historical form. However, there is persistence for nostalgia of the past, both physically and culturally. Therefore, it can be concluded that there are shortcomings within the spatial policy, and built environment procurement methods – the market, and that fundamentally it is failing to deliver desirable 'Place'.

Indeed a paradox in place making can be observed within Housing Market Renewal areas. These areas are deemed to be, in neoliberalist terms, failing, predominantly areas of historical housing that are operating insufficiently in monetary terms. Policy, guided by the market, dictates that intervention is required. Market intervention primarily takes the form of demolition, irrespective of community or professional concerns. Replacement is by, what the market perceives to be, more desirable typologies conceived as 'Place'. However, the role of the existing socio-cultural context is poorly measured, and represented, within this model of redevelopment. Indeed, there are growing numbers of communities that are actively seeking to stop, or modify, holistic redevelopment strategies for their areas.

This paper will explore and question the premise that current UK spatial policy is capable of producing 'Place' and that there is insufficient policy to procure truly meaningful and contextual environs.

The paper will table the theory that spatial policy needs to be expanded / refinement to allow for the qualitative measurement, and valuing, of socio-cultural context, and the utilisation of this information in the creation of truly meaningful 'Place'.

In light of the ongoing financial crisis, the paper will question the continued role of the market in the role of the production of the built environment. In addition, the profound question of what is the potential built environment of the post neoliberalism world, and what is the future role of spatial policy within it, will be explored.

## ***Planning and Design Practice in the Virtual Space***

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**Track 09: Urban design and physical form**

In the context of coexisting social activities in the physical and the virtual space, urban planning and design practice is facing a new challenge that is to contribute to the development of virtual space. The increased complexity of uses of the virtual space makes its design critical, due to its impact on users' behaviour and on the dynamics of on-line communities that are built on top of it. This paper is an essay about the definition of space and place, in which we bring forth two points in favour of planners' engagement in cyberspace design. One point refers to the aspiration to bridge the on-line with the off-line social life in the neighbourhood in order to strengthen place-based communities. Within this argument we have explored in a previous study the role of flânerie between the two social environments for community participation in the planning processes. Another point refers to the emergence of places on the net. Current practice in on-line communities shows that users appropriate virtual space and invest it with meaning through (self-)representation. That inspired us to investigate whether and to which extent the cyberspace is made out of places, precisely e-places. If so, could urban designers apply Kevin Lynch's taxonomy of images (1960) to evaluate the quality of e-places and also build an understanding of their future design?

At present there are several experiments and practical efforts that aim to bridge the gap between on-line and off-line public activities. This work has emerged in newly formed communities that need to shape a community identity. By using models of traditional neighbourhoods that inspire a strong sense of community, planning practice could contribute in shaping the relation of places with information technology. To bring further such undertakings, we compare and contrast a selection of on-line communities that are deferent to physical space. We note that they vary according to their interpretation of physical and virtual space, which impacts the extent to which they manage to create a sustainable connection between these spaces.

In light of these analyses, we propose a more holistic understanding of the concept of place. The Information Age and the network society impact not only space, but also transform the symbolic modalities to define space and place. In view of that, we suggest expanding the notion of place to the cyberspace, and inquire how one could conceptualize virtual space from a place-focused perspective. What are the analogues of landmarks, nodes, paths, if they exist in the virtual space? We ask people to draw mental maps of images of e-places, the way Lynch had his subjects draw maps of their cities or neighbourhoods. Furthermore, as we are interested to find out how to associate e-places with places in the physical environment, we make an overview of current virtual representations of the physical space, and, vice-versa, of the physical representations of virtual space and activities. We believe that these representations will constitute an important building block in the design and experience of a virtual space connected with the physical spaces, which will stimulate social life in both environments, and in the end will build a stronger sense of place-based communities.

## ***Urban Design Dubai: Reflections on its Emerging Zones***

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**Track 09: Urban design and physical form**

The current global economic crisis has wrecked havoc across the world. Especially devastated have been those economies most interlinked with the regime of globalization. Amidst an unexpected turn of events, Dubai finds itself 'on hold.'

Aspiring to join the club of global cities, this city-state has, in the past decade or so, embarked on an aggressive strategy to transform itself into an increasingly influential node in the global grid of networked cities. The newly invented landscape has aimed to facilitate the city's transition into a global attraction for real-estate investment, finance, and tourism; a destination for the flow of capital, labor, ideas, and culture. The nature, pace, and magnitude of this emerging urban order is noteworthy, if not puzzling. Affection for spectacle, devotion to laissez faire economics, and a Faustian mindset have turned Dubai around and made it the subject of global attention.

Significantly, the emergent landscape has taken the shape of piecemeal, fragmented, and segregated enclaves within the city, or what Keller Easterling terms 'The Zone.' The zone affords a mixture of exemptions and incentives (e.g., tax breaks, foreign property ownership, or loose environmental regulations). The zone is characterized by disconnectedness, discontinuity, and rupture with the immediate context demarcated by physical as well as symbolic differentiation. It is a privileged spatial construct that is powerfully connected with other valued spaces across town (i.e., at the local level) as well as with similar zones in global cities.

This paper will elaborate the concept of the zone by taking a closer look at the urban design strategies and practices within a selected sample of zones from Dubai. How are such zones spatially configured? What are their most striking characteristics? What are their contributions to place-making in the context of the city? How specifically is space shaped to 'lubricate' the global flows? What can be drawn from Dubai's city design adventures?

The current economic standstill in Dubai provides planners, urban designers, and, most importantly, decision makers with an opportunity to sit back and reflect on what has been achieved so far, how sustainable is what is achieved outcome, and what kind of city Dubai has become – or CAN become. This paper will seek to make a critical assessment that can inform future urban design initiatives.

The paper will rely on qualitative research methods including personal observations and interviews with designers and policy makers to construct an informed narrative that can make useful contributions to urban design thinking and practice.

## ***Redevelopment of ground floor zone and street level of Viennese urban fabric***

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Reference: 475

Track 09: Urban design and physical form

The contribution will present the following research project (2006-2008)

win wi[e]n: block development ground floor zone: Optimization of the Viennese block renewal program as a tool for a sustainable development of street level and open (public) spaces of urban fabric

Development of the Viennese Block Renewal Program with a special focus on the ground floor zone of historical urban fabric (on the basis of the case study Block Renewal Area Hgplatz, Vienna): sustainable restructuring and reusing of the blocks at ground level, including courtyards and street spaces- as a comprehensive planning approach.

Beschreibung

Status

abgeschlossen

Kurzfassung

Eine nachhaltige Stadtentwicklung verlangt Neuschaffung und Sicherung der Frei- und Grünräume, ausreichende Nahversorgung, soziale Einrichtungen, emissionsarme Verkehrslösungen sowie einen geringen Bodenverbrauch. All diese Merkmale stehen mit der Erdgeschosszone und dem öffentlichen Raum der Stadt in einer engen Wechselbeziehung.

Die Städte Europas, u. a. auch Wien, sind zunehmend von Leerstand und Unternutzung der Erdgeschosszone betroffen. Der motorisierte sowie der ruhende Verkehr genauso wie die vermehrt abhanden kommenden Nahversorgungsbetriebe spielen dabei eine wesentliche Rolle.

Die Nutzbarkeit der Erdgeschosszone und der öffentlichen Räume ist auch in Wien eine Herausforderung für die Stadtverwaltung und die Planungsbehörden geworden. In den dicht bebauten Gebieten Wiens ist die Wohnqualität beeinträchtigt; in erster Linie wegen der wachsenden Immissionen, der knapp verfügbaren Frei- und Grünflächen und des Leerstandes und der Entfunktionalisierung der Erdgeschossräume. Die bislang multifunktionale historische Bebauung auf der Straßenebene verschleißt sich immer mehr. Die Nutzungsvielfalt bzw. die symbiotische Beziehung der BewohnerInnen und der Kleinbetriebe auf der Erdgeschosebene wird schwächer.

Um dieser negativen Entwicklung entgegen zu wirken und um neue Planungs- und Steuerungswege zu definieren, wächst der Bedarf an Zusammenarbeit und Kooperation (in einem ressort-übergreifenden und interdisziplinären Prozess) von Planungs-, Umwelt- und Baubehörden, Organisationen für Wirtschaftsförderung aber auch EigentümerInnen, BewohnerInnen und Initiativen der Nahversorgungsbetriebe.

Das Wiener 'Blocksanierungsmodell' als Stadtsanierungsprogramm definiert eine nachhaltige stadtebauliche Entwicklung und Transformation der gründerzeitlichen Bebauung als Hauptziel. Daher eignet es sich zur Realisierung und Überprüfung der Maßnahmen zur Neunutzung, Neustrukturierung und Aktivierung von Erdgeschosszonen zusammen mit den angrenzenden Straßenräumen und innenliegenden Hofflächen.

Im Rahmen des Forschungsprojekts wurde die Praxis der Blocksanierung im Zusammenhang mit der Erdgeschosszone untersucht, um die neuen Potenziale angesichts der bereits erreichten Verbesserungen in der Bausubstanz und unter dem Aspekt der geänderten Rahmenbedingungen aufzuweisen.

Das Forschungsprojekt zielt auf folgende Handlungsbereiche

\* Vermehrung der öffentlichen sowie privaten Freiräume des Bebauungsblocks

\* Restrukturierung der Erdgeschosszone und des Recyclings der Flächen der Straßenebene

\* Lösung der Verkehrsprobleme auf der Ebene des Blocks/Viertels

Ein aktuelles Gebiet eines Blocksanierungsprogramms des 'wohlfonds\_wien' diente in seiner Konzeptplanungsphase als Simulationsmodell, um transferierbare Maßnahmen zu entwickeln und ihre Übertragbarkeit zu testen. Auf diesem Weg wurden die Rahmenbedingungen wie unterschiedliche Interessen und Bedürfnisse der BewohnerInnen, EigentümerInnen, Kleinstbetriebe und sonstiger Beteiligter festgehalten, um Lösungsansätze und Handlungswege auszuarbeiten.

[s wurden folgende Arbeiten vorgenommen, um umfassende Informationen, Daten sowie Praxiserfahrungen,

Anregungen und Vorschläge aller Beteiligten zu erhalten:

- \* Interviews sowie informelle Gespräche mit Behördenvertreter/innen, FachexpertInnen, LiegenschaftseigentümerInnen, BewohnerInnen und Kleinstbetrieben in Wien und in anderen Städten Europas,
- \* Fallstudien in Wien, Berlin, Leipzig und Basel,
- \* Einbeziehung themenverwandter Studien- und Forschungsberichte,
- \* Unterstützende Veranstaltungen zu Themen wie Blocksanierung, Sanierung, Beteiligung, Vorgärten, Grätzelmanagement und Belebung der Stadtkerne,
- \* Steuerung eines Beteiligungsprojektes für den Max-Winter-Platz im Blocksanierungsgebiet und Bewertung der Ergebnisse,
- \* Statistische Daten und Zahlen.

Es wurden umsetzbare Maßnahmen zu einer nachhaltigen und zukunftsfähigen Umstrukturierung der Erdgeschosszone erarbeitet und Wege zu neuen organisatorischen, regulativen, planungsrechtlichen und planerischen Strategien aufgezeigt. Es wurden auch einige zukunftsweisende Vorschläge zur neuen Gestaltung und Begrünung der Blockstraßenräume bzw. Hofflächen im Pilotgebiet dargestellt, deren Realisierbarkeit noch detaillierter untersucht werden muss.

Die Ergebnisse sind nicht nur an die Sanierungsbehörde wohnfonds wien adressiert, sondern an alle Ämter der Stadt, wie Baubehörde, Stadtplanung, Stadtplanung, Wohnbauförderung, Verkehrsplanung, Umweltschutz, Stadtgestaltung, Grünraumplanung und Wirtschaftsförderung.

### ***The spatial principles of early modern dwellings and the current problem of small-scale urban housing***

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Track 09: Urban design and physical form

The ground plan of the dwelling had a specific importance in early architectural modernism. There were several ways of dealing with the relation of the plan and functions. A strong correspondence between functions and the plan was one approach, the free plan another. Later, organic growth became important. Also technology played an important role

The organic plan was perhaps the most intriguing of them, since it was related to both the pre-war 'rationalism' and the post-war emphasis of nature, both to the form and the function, the private and the public. In a way the organic plan was 'open' to nature. This inside-outside hierarchy also had its roots both in early modernism and the still earlier classicism.

The paper is dealing with the differences of these approaches and trying to find out the significance of the nature and the (small) house garden in the perspective of the architectural tradition of Finland. My approach is based on history but it is also trying to find out the relevance of these ideas in current efforts to consolidate the requirements of dense city planning and individual access to nature.

The present interest in British and Dutch townhouses in Finland is symptomatic in this sense. An important question is how the relation of the building and its surroundings depends on the internal program of the dwelling. This leads to the problem of feasible housing types for the future needs of the Helsinki region.

### ***Research on the Spread of a Large-scale Fire***

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Track 09: Urban design and physical form

Introduction

This research presents an analysis by the computer simulation model of the state-of-the-art technology on the large-scale spread-of-fire in a Japanese old Castle town from an urban planning point of view. We take Kanazawa City as a case study because it represents a historical castle town in Japan

During the Edo era (from 1603 to 1867) Kanazawa was the leading castle town with the 4th largest population (120,000) in the country. Kanazawa is one of a few cities, that have escaped from the World War II devastation and has therefore kept its townscape of the old castle town. Therefore, the city has several historical preservation districts. And thus the present urban areas of Kanazawa still contain many old wooden buildings. We selected 'Higashi Cyaya-gai' to conduct a case study to represent such fire-prone zones.

Although the present fire-fighting organization (Kanazawa Fire Department) is modernized considerably, this study

area is still considered as one of fire-prone zones which always face the danger of a large-scale spread-of-a-fire. The urban area of Kanazawa city was designated as the 'Rekishi Toshi' (Historical City) for the program's first choice in January 2009. We selected 'Higashi Cyaya-gai' not only because of its significance as a conservation district, but also because of the difficulties in fire prevention. This shows our intention to challenge the most difficult task.

The history of this area has started, when a Han (feudal clan) officially gave permit to entertainment business in A.D. 1830. Thereafter, the restaurants and tea houses gathered in the area spontaneously and formed an entertaining district. 'Han' then made the land rezoning project and assembled these restaurants furthermore.

Cyaya (tea house) was not a mere restaurant but an entertainment restaurant in which guests admired the geisha's music and dance, drinking alcohol in a Tatami room. The district was the most highly-evaluated entertainment town, where geisha girls were rated first-class and the guests were rich merchants. Visiting these districts represents the rich entertainment culture of the castle town in feudal Japan.

The area was designated as a National Historical Preservation District in 2001. Thus, preservation of wooden structures, called Machiyas are in order. Since Machiyas face the street and their side walls are touching the next houses, facade is considered most important and must not be changed even by fire prevention measures.

The most effective measure for fire prevention is to fireproof doors and windows of buildings. The facade of Machiyas have the lattice doors on the first floor, and has a sliding shutters on the second floor. The glass doors are installed inside these lattices. These glasses are easily exchangeable for wire-net glasses with the higher fire prevention effect. The sliding shutters are mainly built with wooden board. It will not be so difficult to give the same fire prevention effect as wire-net glasses to a wooden door.

#### Location of the fire outbreak

The simulation begins from changing the location of fire outbreak in this area. Outbreak of fire may locate at the center of the area, and may start from the either end of the area. Outbreak of fire may take place from the outside of an area. The influence of a wind direction and wind velocity will be added to this basic condition.

It is assumed that fire damages are likely to be the largest when fire breaks out in the central part of the area. However, damages become large when the point breaking out is outside of this area. This is because the fire already becomes out of control when the fire reaches the area, if the wind directs to the area.

#### Fire-resisting materials for the doors and windows

The most effective fire protection measure is to apply fire-resistant materials to the doors and windows. However, it is difficult to give fire protection effect to the wooden fittings. The wire-net glasses are able to delay the speed of spread-of-a-fire by about 30% as a result of the simulation.

The speed of spread-of-a-fire is not improved when the wire-net glasses are used for the first floor of a building. When wire-net glasses are used for the second floor, the speed is improved by 20% which is equivalent to the case where both the first and second floors are fireproofed. Therefore, it is most efficient to use wire-net glasses only for the second floor.

#### Fire resisting walls for the sides to the neighboring house

We also take on the case where fireproof walls are used for the both sides of the building, which touch the neighboring houses. As the side walls hardly appear in the townscape, they can be easily changed. Because of the limitation of computer software, we replace the side walls by the fireproof fences and run the simulation. The result shows that the speed of spread-of-a-fire is improved only marginally. Therefore, we conclude that fireproofing side walls is not useful for fire protection.

#### The further analysis

There are some rich Cyaya buildings which have fireproof warehouses attached in the back of the site. These warehouses in the back does not affect the townscape of Cyaya. This implies that the fireproofing of buildings will be improved when we use reinforced concrete warehouse and reinforced concrete walls to create fire-protection blocks. We will, in the future, carry out simulation by applying this hypothesis. And, in addition, we will utilize the vacant lots as vest pocket parks and alike in the area to stop the spread of fire, just like the way used in the Edo period.

#### Conclusion

This research presents an analysis by the computer simulation of the state-of-the-art technology on the large-scale spread-of-a-fire in a Japanese old Castle Town from an urban planning point of view. It analyzes the antifire provision of historical Higashi Cyaya-gai which is a typical fire-prone area of Kanazawa.

The result shows that the damage was serious when the fire breaks out from the outside of this area. And, the wire-net glasses are effective to decrease the speed of fire spreading by about 30%. Especially, when wire-net glasses are used for the second floor, the effect is equivalent to the case where these glasses are used for the first and second floors. This means that the fire prevention through protecting doors and windows on the second floor is more economical. Moreover, when fireproof materials are used for the side walls to neighboring houses, the speed of spread of a fire is not much improved. Above all, we conclude that it is more important to fireproofing the entire area from the urban planning point of view.

## ***Space Edge Definition in Small Towns***

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Track 09: Urban design and physical form

The capability of a small town to enclose and define a strong framework of street space often depends on the degree of concentration achieved by its built form, but also relates to the ability of its street edges to collect and direct this form efficiently into the edge-definition of public space.

The strength of this definition may derive from such simple characteristics as continuity of built frontage, or consistency in back-of-pavement line. In some cases in fact the concentrated form of a town may be an apparent concentration, created skillfully by arrangement of frontage.

It could however be suggested that among different European countries the degree of space-edge definition varies naturally across settlements of similar size and concentration, for reasons firmly associated with differing cultures of spatial enclosure.

In some cultures edge may not be traditionally defined but instead loose.

This paper describes some recent research which collects and examines the plan forms of a number of town centres from small European towns of similar size, illustrating patterns in the edge-definition of space.

It suggests reasons for some consistent differences in approaches to the definition of space which emerge from different cultures of built form.

## ***Living on the edge: public space in metropolitan borders, the case of Rome***

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Track 09: Urban design and physical form

This research project aims to understand modifications occurred and still occurring to public space due to changed urban practices in contemporary consume society

It investigates relations connecting public space and people living, using and moving through metropolitan borders through identification of city users, analysis of urban practices and sensitive relief of places. Particular attention is dedicated to examining the influence that big consume boxes, characterizing study contexts, generate on surrounding areas

The research hypothesis links consume (as social dimension and as material objects), morphological configuration of border neighborhoods and territories, daily practices of use and production of public space. The main objective is to understand how the relationships these elements engage are configured, primarily focusing on the structure of public space in selected border areas of Rome and on the interactive dimension of public space use and construction practices.

## ***Large-Scale Urban Redevelopment Initiatives around Rail Stations: Prime 'Urban Renaissance' Sites Developed by Whom and for Whom?***

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Track 09: Urban design and physical form

This paper emanates from a new multi year research grant from the German Research Foundation (DFG) for which the author and her team undertake a comparative investigation of several ongoing rail-station area mega-projects across Europe and North America. In theory, mixed-used developments around centrally located rail stations offer a perfect answer to the key challenge of creating future-oriented, sustainable, and transit-accessible urban environments. In practice, however, the complex decision-making dynamics around such high profile projects are less dictated by lofty urban sustainability and design ideals than by private-sector real estate development interests. Privatized rail companies typically also play a central role in ultimate outcomes. The key challenge discussed in this paper is how public sector officials and citizen groups might successfully shape such initiatives to ensure that the related new inner-city locations are mindful of pre-existing uses in the areas, and create new high-quality public spaces as well as lively and affordable living and working environments. Examples are mainly drawn from a handful of ongoing projects in the Netherlands, Germany and the UK.

## ***Broadgate, Paternoster Square, Bishops Square: The real estate sector as a pioneer for quality in urban design in London***

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**Track 09:** Urban design and physical form

In my presentation I will argue that in the past two decades the real estate sector developing large office developments has been a pioneer when it comes to implementing urban design principles that have been promoted as part of the urban renaissance policy – even before this policy existed. My presentation is based on my doctoral thesis examining the paradigm shift that has taken place in urban design in London since the early 1990's which has resulted in a 'return to planning', a return to high quality in architectural and urban design under the New Labour government ([http://opus.kobv.de/tuberlin/volltexte/2007/1680/pdf/pollina\\_cordella.pdf](http://opus.kobv.de/tuberlin/volltexte/2007/1680/pdf/pollina_cordella.pdf)).

Starting with the office development Broadgate at the eastern fringe of the City of London one can observe a change of the urban design 'leitbild'. Design principles such as mixed-use, pedestrian friendly public spaces, active building frontages, a careful inclusion of historic building structures or a great importance of landscaped, managed and animated public spaces have very much gained importance in new office developments. Today it has become difficult to realize a project without those features. Thus, the projects have become more than mere office developments. They can be seen as city quarters in their own right and can be marketed as a brand. Urban design quality gives them an advantage in competition with other 'no-name' developments. Broadgate, Canary Wharf in the Docklands and – later – Paternoster Square (City of London), More London (Southwark) or Bishops Square (Tower Hamlets) are just some examples of real estate developments that build on design quality – some in more sophisticated ways, some in less. That profit oriented businesses would so much care for urban design quality came as a surprise to many planners. Some firms in the real estate sector obviously discovered that it pays to invest into urban design quality – a discovery that still needs to be made in many other parts of the real estate market (e.g. housing) and in many other cities in Europe.

## ***Contemporary Public Space: Critique and Classification***

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**Track 09:** Urban design and physical form

This paper draws upon different scholarly traditions to highlight the key tensions at the heart of the contemporary public space debate. Critiques of public space can broadly be placed into two camps, those who argue that public space is over-managed, and those who argue that it is under-managed. This over-simplifies a complex discourse on public space that this paper aims to unpack, but nevertheless provides a useful lens through which to view the critiques. In fact there are a series of discrete but related critiques of the contemporary public space situation, and it is these that the first part of this paper identifies and organises. In so doing it also reveals a range of public space types that are used in the second part of the paper to suggest a new typology of public space. All this provides a conceptual framework for a review of contemporary public space in London, an eighteen month research project that is currently underway at UCL and which will be outlined as a conclusion to the paper.

## ***Urban actions in an agricultural context: regeneration of a social district in Andalusia (Spain)***

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Track 09: Urban design and physical form

It will be exposed the project and the strategy applied to a neighbourhood of 250 dwellings for agricultural labourers in the village of Isla Mayor, in the unique landscape of the Guadalquivir marshes. This work represents an interesting application of our urban research in social housing at University (Universidad Politécnica de Madrid) and a useful pretext to rethink about contemporary urban policies in our country and their connections with the past. In Spain 3.200.000 dwellings are empty now, so new urban strategies are required. First of all we have to invest in restoration instead of new construction, trying to achieve two main targets: to provide the districts with equipments and services which at this moment they lack, and to prepare the buildings and the space between them to impel the sustainability. In these circumstances, agricultural context could represent an important recourse.

This is the spirit and the sense of the project we present; it is not just about the coherent restoration of the buildings and public areas of a neighbourhood built in the '80s, which, together with the completion of public and bioclimatic dotations is intended to be an eco-neighbourhood; it is also about establishing a management in which some of the neighbours will get involved through paid tasks and will collaborate with the municipal workers. In fact we think that design represents half of the definition of a public space. The other half is developed in time by the social whole formed by neighbours and experts: the most successful results seem to be got when the users are involved in both designing and managing these important elements of urban life. It is because we think that citizens' participation and a big attention to territorial identities are a central part of an urban project. The construction of a so conceived public space achieves an easier adaptation to the changing uses, a better maintenance of natural and built elements and a better atmosphere for social communication and security.

The authors of the project are Luis Moya and Graziella Trovato, with the collaboration of Ainhoa Díez. It was commissioned by a no profit company that works for the Regional Government of Andalusia.

## ***Border, Belt, Bypass - Infrastructural spatial mediation processes and urban restructuring in contemporary Lisbon metropolis***

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Track 09: Urban design and physical form

Infrastructure spatial mediation is a concept being developed on an ongoing research in Urbanism addressing morphological and planning mechanisms capable of giving an insight into the complex issue of how to qualify and integrate metropolitan scale infrastructures with local urban tissue and unoccupied landscape. Assuming mediation elements as a central theme for today's urban research, we propose a further distinction and combination between mediation spaces and mediation processes, in which the former may be analysed from a morphological approach, as whereas the later allow for an interpretation of mechanisms of integration into wider territorial and conceptual framings. These framings would contribute as a renewed lens to the understanding of contemporary metropolis from an infrastructural perspective. 'Border', 'Belt' and 'Bypass' are some of these mediation mechanisms, combined in different infrastructure and public space interventions in Lisbon, in the context of several European metropolises. 'Border' mediation processes are focused on edges, frontiers and boundaries as powerful determinants to the territorial development, shaping and constraining the urban growth process and the locational criteria, defining metropolitan scale topological structures for the positioning and guidance of emerging urban activities, as well as outlining continuous spatial sequences where the unoccupied space can have a relevant role. The development of 'Belt' structures associated to the decentralization of urban growth, mobility and activities is at the core of an interpretation for the dynamic process of relocation of industrial facilities and interfacial spaces, which no longer need to be in the old geographical urban centres, given the increase in accessibility and connection throughout the metropolitan territories. And finally, as these new mobility and communications network evolve, 'Bypassed' territories face a critical disuse and abandonment process although often maintaining a precious infrastructural support for eventual regeneration and programmatic reinvention.

The paper will focus on these three infrastructural mediation processes taking as a case study the territory of Lisbon metropolis, highlighting specific spatial configurations as well as relevant planning and design approaches.

## ***Aesthetic Evaluation and Spatial Behaviour in Urban Open Spaces – Istanbul Case***

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Track 09: Urban design and physical form

Aesthetic evaluation of environment occurs among the interaction of plenty of factors such as environmental attributes or individual attributes. Aesthetic evaluation of the environment shapes the individuals' aesthetic manner and individual's spatial behaviour occurs respectively. Investigation of individuals' responses for environmental aesthetics gives clues for comprehending which attributes of the environment affect individuals' moods and how spatial behaviours emerge. Within the guidance of the investigation of aesthetic evaluations, environmental design can achieve environment-behaviour harmony and environmental satisfaction.

This paper investigates the relationship between the objective environmental attributes and individuals' aesthetic and emotional responses to these attributes. Within the investigation of these issues, the paper aims to define how spatial behaviours occur with regard to the interaction of objective environmental attributes and aesthetic-emotional responses. Moreover, this paper examines a methodological framework for further and comprehensive studies analyzing environmental aesthetic evaluations in order to achieve contribution to environmental design.

Within the purposes of the study a questionnaire was held in Istanbul, concerning urban open spaces of the city. Images of Istanbul's urban open spaces, all differing with their attributes regarding to their functions, conceived and environmental qualities and positions in urban system, were used within the questionnaire. The sample of the study was limited with sample size and socio-economic attributes in order to deeply analyze the responses concerning aesthetic evaluation and spatial behaviour interactions.

## ***Place making and integration of multi-cultural societies in South African cities***

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Track 09: Urban design and physical form

The political ideologies that influenced the thinking in planning and physical form in South African cities in the apartheid period, and those that have influenced the post-apartheid period, require a study into the emerging trends in the planning and architecture of the space created.

Integrating the multi-cultural society through strategic city projects is a remedy to the problem of distortion of various city landscapes, aimed at transforming, and simultaneously creating a new identity of space in South African cities, that is more representative of the various population groups.

To demonstrate the changing patterns of places as a neutral urban space for integration, examples of recent strategic projects in the cities of Durban and Pietermaritzburg, South Africa are presented. These are projects in which new architecture and place making with innovative design principles within the context of a multicultural society are clearly articulated.

The paper analyses the use of urban forms and functions in the above cities, to establish which concepts exacerbate a lack of integration, and which aid the progression towards integration of multicultural societies. It concludes with recommendations for the expression of various urban spaces and physical forms that are reflective of new aspirations in South Africa's ever evolving cities.

## ***The public control of urban development. The Turin case***

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Track 09: Urban design and physical form

This contribution is part of a broader Ph.D dissertation entitled 'Territorial government and the built space's form. The public control of urban development', of which the basic question is whether there are mechanisms through which you can master the transformation - the definition of forms and functions - reaching a good degree of consistency of physical projects with respect to the general strategies for an area.

The concept of 'planning' as a simple extension of the 'architecture to the scale of the city' has survived and was implicitly put into practice for many centuries. The theories developed especially during the sixties of the twentieth century have led to a major break with the traditional idea: the city is no longer considered only as something marked by physical elements, but it is seen as an attracting pole of activities; the morphology of the

territory is made up of constantly changing interconnected networks, with respect to which it is important to study the processes of development (among others, Taylor, 1998). The change does not occur naturally in a comprehensive manner; while the socio-economic component comes into play in the broad strategies, the exercise of traditional way of planning – also necessary – remains active in ordinary practice at the local level. When facing the obvious limitations of effectiveness emerging day by day, it seems interesting to develop some reasoning. Even without abandoning the importance of assessed theoretical discussions, it is important to take into account the possible contribution of the physical component of planning (both functional and formal) aimed at improving the living space, helping to achieve at least some of the political, economic and social views described at the vast scale. The contraction of urban growth and a general spread of prosperity have markedly focused on quality – slippery and elusive concept –, whose search is apparently carried out by excessively random processes.

Starting from the Italian 'urbanistica' tradition and from the problems caught with some evidence in that country, the dissertation has the aim of understanding their occurrence, with what differences, in other institutional and cultural contexts. These present a marked difference in the development of planning practice and urban control, based on a detectable approach: experience of integration linked to the urban plan (France) and management of the use of soil more flexible and discretionary (United Kingdom). The level identified for this survey on the 'public control' of the transformation is the one represented by the administrations of three cities with a 'structural' similitude, Lyons, Liverpool and Turin: medium-sized European capitals at regional scale, with troubled history behind, but also a historical and cultural heritage worthy of interest; the need to reinvent an economic and social vocation, with the result of profound physical transformations over the past two decades.

The paper will focus only on the case of Turin, delving into the status of the 'control': a function that, while it is central to the working of the systems of planning, often seems to proceed uncertainly and in the absence of solid technical references (at least not as those developed by the technical knowledge in terms of elaboration of 'urban plans', on the one hand, and 'architectural projects', on the other hand). The analysis of the Turin approach will be addressed to reveal:

- the institutional and regulatory Italian layout;
- the socio-economical framework of the local context;
- the skills, organization and methods (ordinary or innovative) to exercise the 'control';
- the visible results (buildings, open spaces);
- the strengths and weaknesses of the approach.

This method is based on deepening the specific recent literature for the institutional and cultural aspects and on the transformation (decision making and physical outcomes), field visits, interviewing experts both directly involved (politicians, officials, planners) and qualified to assess systems and processes (scientists, academics). The final aim of the work will be to try, as a result of the comparison, to bring out the 'key elements' of a public control of the urban transformation capable of ensuring a good quality level both of the process and of the built result.

In this sense, taking in the background theoretical reflections ranging from Camillo Sitte with the revaluation of the art component to 'projet urbain' in France during the years of the devolution process, from the British aesthetic control tradition to the Italian 'architetti-urbanisti', the Turinese case aims to become an empirical attempt to test a method of investigation. This tries to identify the varying degrees of support provided by the strategies in the physical transformation, to understand the balance between the two needs of flexibility and certainty, to catch the real effectiveness of the different approaches in controlling the transformation and in orienting the forms starting from general purposes.

## ***Compaction and Place Identification: Past Experiences and Future Lessons***

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Track 09: Urban design and physical form

Throughout the early and mid 1990s there was widespread faith in the compact city model's ability to provide urban sustainability. Much of the literature in the North has suggested that future sustainable cities should be compact, dense, diverse and highly integrated (CEC, 1990; Breheny, 1992; Neuman, 2005). Yet, there is an inherent conflict over compaction and social sustainability (Bramely, 2006; Bramely and Power, 2008) and notably the relations with urban quality. While compact city policies have been implemented and developed for the viability, vitality and urban quality (Williams et al., 1996; Burton, 2002), there are other negative effects such as overcrowding, bad neighbour relations, noise, and 'town cramming' (Chen et al., 2008; Burton, 2002).

From another angle, given the sharp promotion by many compact city strategies in both developed and developing countries, an obvious question is whether developed countries have anything to learn from city compactness in developing countries (Richardson et al. 2000). Yet, for example, while compaction is the common term for the majority of Egyptian cities, the new-city pattern ignores all these traditional planning principles. Thus, new Egyptian communities are not environmentally, socially or economically sustainable (El-Zamly, 1999; Gabr, 1990; Mohamed

1978). The dilemma, then, is how to combine the strength of the past or even the present with a future open to influence from elsewhere (Abu-Lughod, 1987, 1993).

Consequently, this paper emphasises the need to investigate (Alsayyad, 1996; Abdelhakim, 1985), analyse (Hakim, 1990), preserve and even reactivate (Abu-Lughod, 1987) the underlying processes of the traditional urban form. Thus, it presents a number of compact cities from a developing country and tries to analyse their spatial planning processes and how these procedures enhance or disrupt of their urban quality. Therefore a comparison analysis of spatial planning processes for the traditional and new Egyptian development is considered to identify the actual merits and mysteries of compaction on urban quality and turn the place identification.

### ***Quality of urban space and tourist pressure in historic centres: a method to preserve cultural heritage by enhancing place-identity***

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#### **Track 09 Urban design and physical form**

The main factors which contribute to anthropic risk are demographic dynamics, tourist pressure and susceptibility to theft; to these factors several activities are linked which contribute to anthropic pressure and influence the environmental and cultural quality of places. However, present-day studies in the field of human risk have rarely focused on questions linked to place-identity, probably due to the difficulties in obtaining objective results. This study mainly concerns the effects resulting from a huge human load caused by an increasing tourist flow concentrated in some focal points, namely heritage sites which due to their undoubted beauty and to intense area marketing operations, could become subject to the risk of gradual damage. In order to mitigate the risk, areas close to these sites can be identified so as to expand the visitor's range of action and offer alternative activities integrated with the main site. The cultural places and appropriate activities can be identified using a method of analysis and design able to trace the identity of the places, their potential, problems and qualities, and to provide a sustainable and integrated use.

Starting from this premise, this work aims to propose the PlaceMaker method, developed by the author in the framework of the research project based on an agreement between the Italian National Research Council and the Urban Design and Planning Department of the University of Naples Federico II, and of a research programme set up by the Institute for Service Industry Research of the Italian National Research Council. PlaceMaker is a method for analysing and design the urban landscape which both detects elements that do not feature in traditional mapping and which constitute the contemporary identity of places, and identifies appropriate project interventions. The main products are two final complex maps, one first of analysis and one of design which represent the place-identity and project interventions in order to both support urban planners and administrators in the sustainable construction and transformation of the city and establish a dialogue with local people and users of place. By way of example, we outline the results of the experiment carried out in the Trevi-Pantheon area in Rome, in which place-identity will be considered the fundamental resource for sensitive stewardship of the cultural heritage in the study-area.

## Track 10 - Transport Planning and Policy

### Track Chairs:

Angela Hull  
Heriot Watt University

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Our congress hosts this year are asking us to take a look backwards to appraise what has changed over the last hundred years. We are proposing that one of the themes in the transport track will use this timeline to look backwards and reflect on what has changed but also to look forward to assess how the transport technologies available in the future will influence the way we travel and live.

In the last hundred years we have adapted to new transport technologies including trains, trolley buses, motor buses, cars, trams, propeller and jet passenger aircraft that have provided changed travel opportunities and compressed both space and time. We travel further, more quickly and more frequently than a hundred years ago and with the aid of new mobile communications we can make contact at a distance and on the move.

How can we sum up these last hundred years of mobility? Have our conceptions of mobility changed or have the factors that constrained transport choice for many changed? What lessons can be taken from attempts to plan for transport and mobility in the past to help us deal with the challenges and opportunities facing land use and transport planners in the future?

What will the future hold? Did we create highway cities on the back of cheap oil? What will the hydrogen city of the future look like? Will we still seek out speed, flexibility and independence in our transport modalities? Will the BRIC nations (Brazil, Russia, India and China) be able to fulfil their economic expectations with much lower levels of resource intensity than the West? We welcome papers in this track that help us learn from the past and those that will prepare us for the future.

Over the last few years, as a transport group in AESOP, we have been discussing ideas for collaborative research projects. We wish to take these ideas further by inviting research papers and ideas on the following themes:

Which skills do planners operating at the interface of mobility/transport and spatial issues need? How to develop these skills? How to bring together the different perspectives/disciplines in practice? How to bring the insights of transport/mobility research to bear upon the planning process?

What are the needs of transport planners for planning support tools and what are their capacities to use them effectively?

There are also a number of key issues which we continue to debate such as how to achieve sustainable urban mobility; how to manage large infrastructure projects; and how to integrate transport with local economic and social development.

### ***Moving from 'transport planning' to 'accessibility planning': Advocating the need for a major policy shift***

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#### Track 10: Transport planning and policy

The objective of this article is to provide a reflection on why transport planning is a particularly important activity for the contemporary society, and also for the evolution that society will experience in the future. A wide range of ideas and concepts were interconnected here to support this claim. It is shown that it is through the acknowledgment of these interconnections that the less obvious (yet not the less significant) outcomes resulting from transport planning policies can be unveiled. It is shown here that there are several 'types' of accessibility. Transport planning is generally concerned with what we have named 'mobility-maintained accessibility', however the environmental, social, and psychological implications of this type of accessibility are very negative. However, to realise this, it is necessary to take into consideration some interconnections that - despite being subtle - have strong implications. Transport planning should start to give much more importance to other forms of accessibility, namely 'proximity-maintained accessibility'. With this aim, we support here that transport planning should reconsider itself and start a profound policy shift. Our claim is that the activity of 'transport planning' should stop because 'accessibility planning' should take its place. This would provide a better framework for those concerned with the future of our society, as the objective should be to provide to people good accessibility levels - and not intense mobility.

## ***Improving cross-border intermodal rail freight transport in the European Union: a concept for innovation in governance***

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**Track 10:** Transport planning and policy

Promoting intermodal rail freight transport has been high on the agenda of European policy makers as a means to improve the performance of cross-border freight transportation in general and subsequently achieve an integrated Trans-European transportation system. In the past fifteen years, there have been numerous actions initiated and enacted at European level, including various legislations and investments in infrastructures. Nevertheless, improvements in intermodal rail service performance and transport demand have been slow.

Fragmentation in the European transportation system has been recognised to account for the slow development in intermodal rail freight services in the EU. This fragmentation reveals itself in two aspects: from an institutional perspective, the EU regulations ruling the freight transport market vary across the member states both in terms of the aspects involved and the degree of impact. At the operational side, the differences in signalling system, gauges, electrification, etc. indicates a lack of interoperability between modes of transport and requires harmonised regulations across national states. Several recent studies come to the conclusion that innovation is needed in the current governance structure for developing the cross-border rail freight transport.

In this paper an in-depth analysis of this fragmentation is carried out by means of multi-dimensional and multi-disciplinary approach. In particular, a combination of various theories i.e. economics of institution, governance practices, network and corridor concepts and supply chain management is employed to study the state of affairs in the present rail freight transport system in the EU. We propose a new horizontal governance concept for the European cross-border rail freight system. Next we analyse the potential of this governance approach in dealing with the fragmented rail freight transport based on an empirical case study: a rail-based freight service between the Netherlands and Romania. In the conclusions we reflect on the implications of the proposed approach for spatial development and planning.

This paper is partially the result of the research project Retrack within the EU 6th Framework Programme ([www.retrack.eu](http://www.retrack.eu)), and is a follow-up of a paper presented earlier at the WCTR Congress in Berkeley 2007. The project is part of the Dutch Research program on Transition towards sustainable transport (TRANSUMD).

## ***How to Embrace Transit and Alienate Scooters?***

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**Track 10:** Transport planning and policy

Taiwan earns her reputation as a scooter-addicted nation simply because she owns more than 11 millions motorbikes by a population of 23 millions. With oil prices soaring and environmental consciousness on the rise, many countries are now devoted to sustainable alternatives for economic development, especially in their transportation industry, which consume a large proportion of energy. Among these alternatives, transit-oriented development (TOD) has become an effective strategy to create compact and sustainable cities. And Taiwan is no exception. Inspired by the success of Mass Rapid Transit (MRT) System in Taipei, Kaohsiung launched its MRT project in 2002 and completed her two-line system in September 2008. So far, the operators of MRT are very disappointed at the fact that the percentage of commuters by public transit slightly increases from 5% to 8.8%. On the other hand, the percentage by scooter remains as nearly as 50% in Kaohsiung. Scooters are popular because they are much cheaper, easier to park, and swifter in jammed traffic, perfect to be used in most Taiwan cities and towns with a scooter-friendly urban setting and climate. For instance, by comparing Taipei with Kaohsiung, we learn that residents of Kaohsiung earn less than those of Taipei. However, as they pay relatively lower costs in housing and living expenses, people in Kaohsiung could afford living closer to CBD and spend much less time in daily commuting than their counterparts. It is known that scooters, in comparison with other modes of transport, beat their competitors for the mobility, accessibility, and relatively cheaper costs. Despite all these advantages, scooters are a dangerous mode of transport because of a much higher accident rates. Also, they are responsible for the majority of collision-related injuries and casualties. Yet it seems that Taiwanese are willing to take the risks. Nevertheless, transit is often preferred by planners because of its efficiency and sustainability while more mobile scooters, due to constant conflicts with pedestrians and bicycles, do not seem to fit in with the concept of TOD. To promote TOD, planners provide reliable yet expensive public transit

system. Now the crucial question: Is it cost-effective? In addition, how to embrace transit and alienate scooters? What are the incentives and strategies to promote TOD in other Taiwan cities than Taipei? And most importantly, could Kaohsiung MRT sustain and survive from the attack of scooters? To answer these questions, we first seek for successful TOD stories in cities with low transit usage. Next, by applying multivariate analysis methods to cluster metropolitan areas with various commuting behavior, land use density, and socio-economic characters, we would identify key factors of success regarding TOD strategies under various urban patterns. Finally, by modeling commuting behavior in Kaohsiung, we would propose feasible TOD strategies and assess the effectiveness of these actions.

### ***Cruise terminal development and spatial planning***

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Track 10: Transport planning and policy

Many port cities have encouraged tourism-related activities in recent decades as an alternative to port or shipping activities. There has also been a significant expansion of the global tourist cruise industry in recent decades, with increased capacity in terms of ships, length of operating season, and area of coverage. Hence there has been consequent development of related infrastructure such as cruise passenger terminals in many historic port cities, which have encouraged such projects as part of a broader tourism sector, so as to achieve a range of economic, social and environmental aims.

In terms of specific benefits, increased tourism-related development arising from cruise passenger terminal developments can bring about economic benefits and associated regenerative outcomes. This arises from the spending power that visitors bring, as well as the possibility for such terminals to act as a venue for activities such as concerts, conferences, exhibitions and retail uses, with a consequent synergetic effect (economic and social) on the regeneration of a much wider area. There are also environmental benefits of re-use of urban land, there may be benefits from image enhancement for the city as a whole, and there may be other direct community benefits provided by investors such as improved transport infrastructure.

However, the economic impact of the development of such terminals is very difficult to estimate, and in fact the economic impact of visiting cruise ships may be relatively small, since competition amongst host ports often leads to relatively small fees for users, as well as concessions being offered to ship owners. It may also be argued that consumption-oriented strategies for economic regeneration, based for instance on tourism, may create long-term vulnerability to external factors. Cruise passenger terminals can also lead to problems of congestion, which may impact particularly on sensitive historic urban cores.

This paper compares the experience of cruise passenger terminal developments in historic port cities including Amsterdam and Valletta, in order to assess how the spatial planning framework and process contributed to the maximisation of benefits and the minimisation of problems. It illustrates the importance of a primary focus on local transport infrastructure, the need to ensure a co-ordinated approach involving port and harbour authorities as well as local government, and the need for a broadly based and integrated spatial planning framework. These lessons are of importance to other contexts also.

### ***Texas Urban Triangle: Creating a Spatial Decision Support System for Mobility Policy and Investments that Shape Growth Sustainably***

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Track 10: Transport planning and policy

This paper presents a GIS-based Spatial Decision Support System to help jurisdictions understand the implications of transportation planning and investment decisions, and plan sustainably for the future. It will provide an graphically represented and interactive database on infrastructural, demographic, environmental, agricultural, economic, hazard, and land use factors that affect transportation corridor location decisions. This Internet-based spatial decision support system will allow users to identify and visualize geographically those critical issues related to locating single mode or multi-modal surface transportation corridors for freight and passengers. Decision makers will be able to test multiple attributes in the decision making model to compare multiple transportation corridor scenarios for optimal mobility based on the decision parameters developed in the model. Jurisdictions and transportation authorities will be able to use this tool to guide future decisions on transportation and its impacts on urban growth in a sustainable manner so that the need for economic development is balanced with environmental protection and human health, safety, and welfare. The system will help address important research questions related to where future growth will occur in the Texas Urban Triangle, and at what scale, densities, and uses. Finally, the SDSS can demonstrate the usefulness of WebGIS in facilitating sustainable transportation planning, policy making, and investment decisions.

Specifically, the SDSS incorporates indicators that address both the strategic drivers and sustainability (environment-economy-equity) parameters. The SDSS will couple these indicators / decision criteria to a land suitability analysis model, employing Geographic Information Systems (GIS) to map strategic social, economic, and environmental characteristics, and overlay them to assess which locations are most and least suitable for regional transportation networks and urban scale growth. This SDSS, a composite of traditional DSS and multi-criteria land suitability analysis, differs markedly from standard environmental assessments employed in infrastructure network planning decisions in that it analyzes the finite and sustainable carrying capacity of the land in regard to existing and projected urban and infrastructural development. The SDSS will include four general categories of decision attributes: infrastructural, environmental, social, and economic. It will evaluate these data; and maps them to show suitable geographic locations.

### ***Commuting impacts of workplace relocation: a case study from Lisbon***

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Track 10: Transport planning and policy

Based on sustainable mobility objectives, a polycentric urban structure is being proposed for centralized cities, in order to co-locate jobs and housing in new centres with good public transport accessibility. From previous research, it is known that the suburbanisation of jobs leads to an increase in car commuting, but smaller impacts on average commuting distance and a slight decrease in average commuting time, due to the had public transport accessibility of these places and wide available car parking. However, are the impacts different when the suburban workplaces are located in mixed-use, accessible places, as assumed in the sustainable urban form debate? And, as stated in the rational locator hypothesis, are the workers of these places intending to move their residences to these places in order to reduce their commuting and eventually start using environmental friendly transport modes?

This paper explores these two questions, through the analysis of the commuting patterns of employees that relocated their workplace to Park of the Nations, a new mixed-use peripheral centre of Lisbon Metropolitan Area. A quasi-longitudinal approach was used, and a sample of 427 employees from 39 randomly selected companies was collected through the application of a self-administered questionnaire with questions about the previous and actual commuting, and future housing plans. The results show that workplace relocation has slightly increased average commuting distance, had a residual impact on average commuting time and has increased car share, although the vast majority of employees kept using the same transportation mode. The combined analysis of commuting impacts clearly point to the importance of commuting time over commuting distance, causing changes in transport mode. In addition, the residential relocation plans of the workers reveal a non-linear relationship with actual commuting distance, by which are the medium-distance commuters the ones with the highest intention to move, and to a 'close, but not too close' location, supporting the commuting tolerance hypothesis. Therefore, the results challenge the sustainable urban form assumption of distance reduction as a major trigger for a sustainable mobility pattern, and raise the hypothesis of 'acceptable travel time' in its place.

### ***Intelligent mobility over centuries: the Vienna case***

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Track 10: Transport planning and policy

The aim of this paper is to show how mobility developed in Vienna from the end of the 19th century onwards in the focus of the dependency on fossil fuels and related governance policies. Furthermore it elaborates the effects on Vienna based on the three possible scenarios. History showed that the development of the last 100 years produced a sustainable, crisis proof urban structure which is possibly independent from motorised individual traffic. With regard to transport, the city is moving in the right direction with its Transport Master Plan and measures to make environmentally transport more attractive.

As most of the central European towns Vienna is built radial concentric as a result of the urban development. The most important construction period in Vienna was the so called 'Gründerzeit' which till today shapes the structure. In this period 70% of the existing buildings have been demolished and replaced by an urban development with higher density. Furthermore an extensive tramway network for faster transportation as well as a hierarchical system of shopping streets was implemented in this period. Today this hierarchic graded system of shopping streets and small centres within the city is supplemented by a ring of 5-6 new main centres at the edge of the high density building areas. This development is supported by a radial subway system connected to the city centre. This polycentric model of settlement development shall offer a 'town of short ways' and compact structure.

Nowadays the direction for the urban development and the development of the city's transportation system are set by two main instruments: The Transport Master Plan Vienna 2003 and Urban Development Plan Vienna 2005 (STEP05). The Transport Master Plan Vienna assumes a comprehensive understanding of mobility which also includes the spatial layout of uses as well as time relevant organisation of activities. The Urban Development Plan Vienna addresses urban development in regional dialogue and pursues amongst others the goals of concentration of settlement development along high-capacity public transport means, the economical use of the resource of land and a vertical mix of uses to prevent functional and social segregation. The spatial planning strategy of the city of Vienna aims at the compact city and a polycentric urban and regional structure to generally reduce the generation of traffic. People shall be enabled to manage their daily ways with little time, effort and preferably without a car. In the next few years the planned investments in the development of infrastructure as provided for by the Transport Master Plan will improve the accessibility of locations and thus their attractiveness. They are in line with the urban development strategies which generally reduce the need for mobility like a compact city and a polycentric urban structure. Furthermore actions are taken to increase the share of environmentally-friendly transport and increase the efficiency of vehicles. Even though transportation without or limited energy is already on the agenda – further more actions and measure need to taken to secure a knowledge society in the post petroleum age.

### ***Integrating land use with public transport: Using discursive accessibility tools to inform metropolitan spatial planning***

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Track 10: Transport planning and policy

Perth's strategic land use planning has long had land use transport integration at its heart, albeit integration of land use with car access! More recently there have been demands for a new approach framed around providing for accessibility by public transport. This has raised new challenges for planners as they move from policy ideals to changing practice. This paper reports how a new accessibility tool has been employed with key planning and transport decision makers to provide the possibility for informed choices between alternative development scenarios. The accessibility tool enables consideration of both dimensions of accessibility – place and network. The tool enables the consideration of potential changes in accessibility that can be achieved by, either in the package of public transport improvements or in land use and activity at metropolitan centres. In this way the tool has assisted in the future planning of both metropolitan spatial structure and the development of the public transport network in Perth. As a discourse tool it makes a productive contribution to planning and engages a range of stakeholders.

### ***The Randstad utopia and its spatial reality. Various types of centralities and its contradictions with Dutch planning policies***

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Track 10: Transport planning and policy

The name 'Randstad' came into being in the 1930's from the Dutch airline's (KLM) founder Albert Plesman. During his flight over Holland in search for a location for a new national airport, he saw from a bird's eye's perspective a ring of towns and cities by coincidence located round a green open area. Since then, the name Randstad is used in planning and policy documents. It has become a concept in search for fulfilling the dream to make one large international united Dutch metropolis.

However, does the Randstad function as one large metropolis from a spatial point of view? In general, one is confronted with two issues. On the one hand is how political, planning and policy issues use or have used the term Randstad for promoting the urbanised south-western part in the Netherlands as one metropolis. On the other hand is how in fact the Randstad function or not spatially and economically as one united metropolis on various scale levels.

The Dutch research institute Ruimtelijke Planbureau has carried out several research projects on the existing economical situation seen in relationship with present and past planning policies in the Randstad. As their research show, the reality often deviate from the planning policies documents. However, what these research projects lack, is a quantifiable spatial method for independent comparison with pedestrian and car traffic flow rates, the location of economical activities on various scale levels and degree of vitality in urban areas.

In the last two years the PC-based software Depthmap has undergone large changes. In addition calculating topological distance, metric distance and angular relationships were taken into account. These kinds of measurement were applied to the Randstad in its entirety. Furthermore, experiments with these kinds of measurements allowed

for an identification of the main route net with the help of a combination of angular choice and topological distance with radius 3 and 8. This analysis does not only highlight the main routes. It also indicates the degree of vitality of the various streets and roads belonging to a main route network.

The space syntax method is able to calculate how one street in a built environment relates to all other streets. First a small test model was made and the following hypotheses were proposed based on this model: A city's degree of economical attractiveness in the Randstad is dependent on how it is connected to the highway system and how highly its centres are accessible from the highway net. Hence, the spatial structure of the road and street network matters for an area's degree of attractiveness and vitality for generating economic investment. As the spatial analyses of the whole Randstad show, the ZuidAs in Amsterdam is the most integrated part. It explains as to why 90% of the foreign directed investment takes place in this area. For the rest, the highest integrated streets are on the most congested highways. On a local scale, Amsterdam centre has very high integration values on its street net in comparison with the Randstad's other towns and cities. In general, a city's degree of economical attractiveness in the Randstad depends on how it is connected to the highway system and to what extent its centres are accessible from the highway net.

## ***Rural outdoor recreation and mobility management***

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Track 10: Transport planning and policy

For decades tourism and recreation is an important sector, making rural areas, recreation areas, coastal regions and nature areas popular destinations. These so called honey pot sites are not only popular by foreigners, but even more by local visitors as a destination for daytrips. The popularity of these sites can result in high peaks in visitor numbers and cars, because cars are by far the most popular mode of transport for recreation on the countryside. As a result of these extensive car flows recreational sites suffer from negative environmental impacts caused by driving and parked cars. The areas even cars become temporarily inaccessible. Moreover, values which make the sites attractive to visitors can become under pressure. To prevent for such impacts, recreational traffic management is required.

During the 20th century recreational traffic management has known different faces. In the Netherlands it was founded by private initiatives: multinationals developed large parks in different cities around the early 1900s. Supported by nature conservation organizations and the automobile and cyclist association the focus of recreation and its management shifted to the rural area since the 1950s. A comparable development can be found in the United Kingdom and the United States, in the growing popularity of the countryside and National Parks.

These developments resulted in different policy styles over time. Mobility management for recreation was formed first by absence to a strong top down steering period. Based on recent field studies, we plea for a style of recreational traffic management offering different options and a variety of facilities to meet the wishes and demands of the visitors. In order to attract people to certain parts and use certain routes, a style of management is needed, specific to every recreational site and with its basis in good field studies to map the problems experienced, wishes and demands of visitors and other actors over time. With this approach recreation sites can be kept attractive and free of environmental damage.

## ***Value Capturing, Externalities and Game Theory***

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Track 10: Transport planning and policy

Recently, there has been wide interest in using value capturing as an alternative method in funding transportation infrastructure development. It is well acknowledged that the development of transportation infrastructure can increase nearby land and property values. This increment land and property values can be considered as positive externalities of the public investment, i.e. transportation infrastructure. Therefore, value capturing can be seen as internalization mechanisms for the externalities generated from public goods provision. However, the debate usually appears upon the approach in solving externalities problems, namely between Pigouvian Model and Coase Theorem with regard to the issue of efficiency.

This paper presents the discussion of those approaches in implementing value capturing by relying on concepts and notions drawn from game theory. Game theory provides a way to formalize the social structures and to examine the structure of individual decisions with regard to the application of value capturing. Concepts of coalition game and bargaining game are elaborated to provide arguments for efficient ways in implementing value capturing methods. A model based on the Dutch context is constructed to observe the applicability of the arguments and a simulation will be provided to test them. We will, finally, discuss the implications for future studies of the implementation of value capturing in relation to the provision of public goods, particularly, transportation infrastructure.

## ***Spatial Network Analysis: Comparing the Performance of the Land Use-Transport System in Melbourne (Australia) and Hamburg (Germany)***

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Track 10: Transport planning and policy

The Spatial Network Analysis for Multi-modal Urban Transport Systems (SNAMUTS) tool has been presented at earlier AESOP congresses in Mexico (Scheurer and Porta, 2006) and Chicago (Scheurer, 2008). This latest SNAMUTS project aims to expand the analysis towards comparability of network performance criteria between two cities in different contexts of geography, urban culture and history. Melbourne, in its 2002 metropolitan strategy (DOI, 2002), subscribed to a goal of increasing the modal share of public transport from 7 to 15% of metropolitan trips, and reducing that of the car from 74 to 60% by 2020. Hamburg, according to the 1995 Millennium Cities Database (Kenworthy and Laube, 2001), was the European city whose existing modal split came closest to this aspiration, making it an average performer among its regional neighbours.

The comparative spatial network analysis tool uses a set of seven indicators to measure the ability of both cities' public transport systems in 2008 to provide effective accessibility and connectivity within their urban context. This occurs from a range of perspectives, including directness of services (degree centrality), spatial resistance (closeness centrality), isochronic catchment areas, speed competitiveness of public transport versus road travel, significance of network elements for overall movement (betweenness centrality), and the ability of network nodes to provide connectivity between services. Results are shown as metropolitan aggregates as well as specifically for a set of 270-180 activity centres and network nodes in each city. This allows for overall comparisons as well as benchmarking exercises for sub-centres with similar levels of geographic centrality or concentration of residents and jobs.

This paper will examine in detail where and to what extent Melbourne's lower levels of public transport usage, and lower significance of public transport for urban mobility in general, can be traced to poorer network performance in comparison to Hamburg. It will further trace a range of scenarios to gauge the extent and scale of improvements required within the Melbourne land use-transport system if it was to achieve performance levels equivalent to those found in Hamburg, and assess them with regard to their practical feasibility.

## ***Understanding Mega Urban Transport Project Planning Decision-Making with the Aid of Narrative Pattern Analysis***

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Track 10: Transport planning and policy

This paper seeks to explain the use of Narrative Pattern Analysis as a tool to assist the study of decision-making in the planning and delivery of mega urban transport projects (MUTPs), and their associated developments. In order to better highlight the complex attributes of the MUTP decision-making process, the paper outlines the application of a research methodology that relies on interview questionnaires void of hypotheses (pre-hypothesis interviews) based on the Cynefin Methodology advocated by Cognitive Edge Pty. which is intended to compliment more conventional hypothesis led investigations.

The premise of the research discussed is that an appreciation of institutional arrangements and power relationships is vital in understanding the nature of complexity in decision-making regarding MUTP planning and delivery. The methodology outlined is essentially a two-strand approach applied for purposes of illustration to a case study (the Channel Tunnel Rail Link – CTRL). Strand one of the methodology is pre-hypothesis led - based on an analysis of the narrative, whilst the other is hypothesis led - based on an analysis of the returns to conventional structured questionnaires.

The underlying purpose of Narrative Pattern Analysis is to utilize storytelling as a basis for gaining a better insight into the decisions and actions of key players in a decision-making process. Data is mainly collected from interviews complimented by sense making items (SMIs). Important factors considered in this analysis include the interviewees' personality, his/her status and role in decision-making, the personal/institutional agenda he/she promotes, the context/timing of the investigation, and perceptions held regarding the research topic and the interviewer.

The paper will discuss how the findings of the pre-hypothesis investigations compare/contrast with those derived from more orthodox hypothesis-led interviews and conclude that the approach offers a far richer discovery of key decision-making factors and processes than conventional methods of enquiry providing (in this case) potentially invaluable areas for further research for contemporary and future MUTP developments.

## ***Light Rail and Planning. Innovations in Andalusian Metropolitan Areas***

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Track 10: Transport planning and policy

Within Spain, the Andalusia region is a highly metropolization area. Therefore, there are important debates (political and public debates) about the light rail as the main public transport system in order to find solutions to the environmental, social and urban problems due to the current metropolitan mobility patterns and the high automobile dependence. So, three metropolitan regions in Andalusia, Sevilla, Málaga and Granada have been selected for searching about the light rail suitability in that places as a new public transport system and the main metropolitan transformation tool.

In this context, it seems appropriated to assess the innovation capacity of the light rail. According to this goal, a methodological process is designed in this paper, to detect the main light rail innovation, present in the town and spatial plans and light rail projects. So, seven innovation levels have been defined as follows, environmental, urban, economical, technological, manage, modals and social innovations.

## ***Devolution and Transport: A case study in Wales***

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Track 10: Transport planning and policy

For many years, Wales had had administrative devolution. Its roots go back to the early 20th Century (1907 in Health; 1919 Education). More significantly, since 1964 Wales has possessed a separate cabinet minister – the Secretary of State for Wales. However, as part of the central UK government, he was bound by 'collective cabinet responsibility', which meant that, whilst appropriate administrative adjustment could be made, it was inappropriate to pursue any

different policy which contradicted that of the UK Government.

Since the Labour Government's election in 1997 we have seen the introduction of elected devolution in the UK, and the emergence of distinctive Welsh policies. The National Assembly for Wales was established from 1st July 1999, as a corporate body under the Government of Wales Act 1998, with an Executive under a First Minister. The subsequent Government of Wales Act (2006) formally separated the Welsh Assembly Government (WAG: the Executive) from the Assembly; and also introduced a streamlined procedure for further devolution of powers to Wales, with Transport being one of the earliest examples.

Transport, of course, is an activity which takes place across administrative boundaries; indeed, the historically dominant routes in Wales have been East–West. This can lead to difficulties in reconciling the objectives of the devolved nation and those of the United Kingdom, let alone the wider European Union.

This paper will explore the evolution of this field of policy under devolution, and reflect on likely future developments.

### ***Exploring crucial elements of an area-oriented planning approach for road infrastructure planning: the case of Zuidoostvleugel BrabantStad, the Netherlands***

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Track 10: Transport planning and policy

To mitigate shortcomings of the more traditional line oriented approach in infrastructure planning there can be seen a trend in the Netherlands to incorporate better the needs, demands and opportunities of the surrounding area into the planning process. This can be considered as an 'area-oriented approach' of infrastructure planning. In this paper we first of all discuss the gradual shift from line- towards area-oriented planning. Besides giving a historical description we also aim to answer questions such as why the traditional line-infrastructure approach cannot meet the current planning demands, what the reason(s) are for adopting a more area-oriented approach and how such approach could relieve shortcomings of the more traditional approach.

Recently, some experiences have been gained with a more area-oriented approach in the Netherlands. We discuss a large area-oriented case in the south-eastern part of the Netherlands, i.e. the Zuidoostvleugel BrabantStad. This case concerns a new highway project in the so-called Brainport Eindhoven, the nation's heartland of high-tech industry. In order to hold and improve its international position, the region's goal is to attract new highly skilled workers by among other things improving accessibility by means of a new highway. The unique spatial objectives, which are strongly related to e.g. the demands of highly skilled workers, have been used as starting point in the planning process of this new highway.

Although the project is still in an early phase, we aim to evaluate to what degree the area-oriented approach in this specific case has led to a changed planning process. We thereby analyze aspects such as the extent to which progress deadlines in the first phases are met, how demands and opinions of important stakeholders are incorporated, and explore the first experiences with cost control and financing possibilities. These insights are used to make some preliminary statements about the potential of area-oriented approaches and to give recommendations for future implementation of such approaches in infrastructure planning.

### ***Building knowledge on gender dimensions of transportation***

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Track 10: Transport planning and policy

Transport is normally seen as gender neutral, as a transport service or infrastructure benefits all, men and women, evenly. However, transport consumption is far from being equal between men and women.

In recent years, the World Bank, and some other international agencies, has integrated gender concerns and needs in transport analysis and developed guidance for the transport sector as, at the same time, encourages its application in all the transport investments which it supports. In a first stage these studies were conducted in developing countries. Nevertheless, the gender approaches on transport analysis gained also a special relevance on studies conducted in European Union countries and reveal a clear and persistent gender differentiation in travel patterns. The analysis of daily mobility of men and women shows that women tend to take shorter trips, use more the public transportation and have an additional complex trip chain. Private vehicle ownership and its use are also unbalanced. Women tend to use less the private car than men in its daily use, revealing a more fragile condition concerning accessibility; as the distances between activity sites have become longer, accessibility has come to depend more

and more on mobility, speciality in private owned cars. On the other hand, women are more concerned with safety and personal security on transport than men, and for that women can have their transport options constrained. This paper present and discuss recent knowledge on the gender dimensions of transport and the recent effort to introduce the gender perspective into public transport policy in Portugal.

### ***Planning mobility: networking research, education and policy-making***

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Track 10: Transport planning and policy

Our intrinsically mobile urban societies confront policy-makers with unique dilemmas. Contemporary lifestyles and business practices are deeply dependent on mobility. People live in one place, work in a second, recreate or socialize in yet a third, and mobility keeps their lives together. The production and consumption of goods and services are spatially even more articulated, global processes, and rely on extensive material and virtual movement. Because of these mobile realities, the social and economic vitality of cities is intimately linked with their ability to cater for ever growing flows of people, goods and information, and provide a setting where these flows can interact and combine, and thus generate and reproduce social and economic capital. To thrive, contemporary cities need mobility. At the same time however, also the negative effects of mobility are great and growing. Concern about health-threatening and climate-destabilizing emissions, energy consumption, congestion, traffic safety, noise, disruption of human communities and natural landscapes keep mounting. Present day urban mobility is not sustainable, and there do not seem to be easy ways out. This is a first dilemma. It is compounded by a second one, which further complicates the search for solutions. While the action spaces of urban households and firms typically extend across multiple scales and domains, policy arenas are much more bounded to specific territories and sectors. There is a fundamental mismatch between the two

How to cope with the dilemma of cities depending on a mobility that is not sustainable? How to cope with the dilemma of constrained urban policies facing unbounded urban processes? These are some of the most difficult but urgent challenges facing urban planners today. In order to search for answers, we need to develop a planning that can do three sorts of things better than now is the case. First, it should be able to better understand and address the interdependencies between mobility and urban development, as for instance captured by the notion of the transport land use feed cycle and similar elaborations. Second, we have to find ways of coping with the many deep-seated conflicts and uncertainties that the dilemmatic nature of the challenges of a mobile society implies. It is argued that trading the search for certainty of planning goals and means with that for robustness is essential. Third, and crucial, the complexities of the tasks require the mobilization of a variety of sources of knowledge and capacities of action. Only a much more intensive and critical interaction between research, education and policy-making can achieve this, is the final contention.

### ***Integrating land use and transport plans in Greater Merseyside***

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Track 10: Transport planning and policy

Since the 2004 Planning and Compulsory Purchase Act, the English land use planning system has pursued a spatial planning approach, which involves going beyond land use planning and integrating with other policy sectors (Nadin 2006). A key component of this approach is integration between land use and transport policy sectors (ODPM 2004). However, this integration has been repeatedly attempted in England (Banister 2001), and it is possible to establish lessons for current and future attempts by studying these past approaches. Therefore, this paper examines a series of land use and transport integration examples from the Greater Merseyside area since 1960. These were investigated qualitatively as a part of my PhD research into challenges in achieving sustainable transport through spatial planning. To establish lessons from the past, a new continuum idea of integration is developed. This involves integration being perceived as a scale between light (weak) and deep (strong) forms. If effective integration is defined as the extent to which different plans support each other, it is possible to consider the effectiveness of parts of the continuum. Therefore, both ends of the continuum are considered ineffective as different policy sectors plans fail to support each other because either; not enough or too much activity occurs, which hampers decision making. This continuum view deviates from the prescribed thought of many authors (May, Sullivan and Skelcher) who believe stronger integration is more effective. Therefore, effective forms of integration are thought to occur in the continuum's centre. As such, this continuum is used to demonstrate how integration between Greater Merseyside's land use and transport plans changes overtime, and to highlight subsequent implications for planning practices.

## ***Accessibility as a link between transport, land use, and urban form: what can we learn from SAL and Space Syntax?***

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Track 10: Transport planning and policy

The need for a holistic approach to planning and therefore, for more integrated analysis and design support tools has been recognized. Several authors have identified accessibility as a potential instrument for this purpose. This paper presents accessibility as the main link between the research fields of transport, land use, and urban form, in the construction of a framework for analysis and prescription in planning.

The paper discusses the added value gained by combining two distinct methodologies resorting to accessibility measures. The first, the Structural Accessibility Layer / SAL developed at our research centre (CITTA), provides an integrated approach to land use and transport planning for analysis and policy making for mobility management by defining structural accessibility patterns. The second developed at the Bartlett School of the UCL after Bill Hillier's work, is Space Syntax, a configurational theory of architecture and planning focusing on space as a key aspect of social life. Results of a case-study application to Greater Oporto, of both methodologies, will be used to discuss the potential of combining these methodologies and of providing a more integrated analysis and understanding of the structural dimension of the city, essential in urban planning.

The paper shows the overlap of accessibility measures based on integrated land use and transport analysis and on urban form analysis. This research is used to reflect on the benefits attained from increased integrated analysis approaches for urban planning. The main ideas for an integrated land use, transport and urban form approach are proposed.

## ***'New urbanism' or metropolitan-level centralization? A comparison of the influences of metropolitan-level and neighborhood-level urban form characteristics on travel behavior***

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Track 10: Transport planning and policy

Studies in a number of cities in different countries have shown that residents living close to the city center travel less than their outer-area counterparts and carry out a higher proportion of their travel by bike or by foot (e.g., Mogridge, 1985; Næss, Røe & Larsen, 1995; Næss, 2006; Zegras, 2006). In spite of decentralizing trends, most cities still have a higher concentration of workplaces, retail, public agencies, cultural events and leisure facilities in the historical urban centre and its immediate surroundings than in the peripheral parts of the urban area. For residents in the inner and central parts of the city, the distances to this concentration of facilities will be short. Average trip distances could therefore be expected to be shorter among these residents than among their outer-area counterparts, and with a higher share of trip destinations within acceptable walking or biking distance.

In the United States, however, research into land use and transport relationships during recent years has in particular been directed towards the influence of local-scale urban structural conditions on travel behaviour, comparing traditional suburban residential areas with areas developed according to the so-called 'New Urbanism' or 'Transit Oriented Development' principles (e.g. Cervero, 2003; Krizek, 2003). Local-scale urban design principles, such as street pattern, availability of sidewalks and bike paths etc. and aesthetic neighbourhood qualities, can influence the attractiveness of different travel modes and can for some travel purposes also affect trip destinations.

In a European context, however, the location of the residence relative to the main metropolitan centre and sub-centres within the metropolitan-scale spatial structure have turned out to be more influential on travel behaviour, compared to local-scale neighbourhood characteristics. Based on a study in Copenhagen Metropolitan Area (Næss, 2006), the paper will compare the influences of macro-level and micro-level urban form characteristics on the respondents' total traveling distance as well as the proportion of this distance traveled by car.

## ***Urban regeneration effects of the development of Thessaloniki's new metro system***

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**Track 10: Transport planning and policy**

The year 2003 was a very significant one for the city of Thessaloniki, the second largest city of Greece, a dense urban area of just over one million inhabitants. It was the year when the decision to be developed a single-line metro system was reached. The construction of the 9,5km, 13-station system, began in 2006 with operation expected as from 2012. Apart from the influence that the new system will have on the city, in terms of mobility, it is assessed that there will be crucial impacts regarding social and economic development, just as in terms of urban regeneration. All these impacts will be more visible across the corridor of the new line and around the stations. Thus, this research was centred on getting to know the cast of features of the areas around the stations, in order to select the appropriate study areas for comparative analysis and attempts to assess such future urban regeneration effects, distinguishing between direct impacts and indirect, more policy or public and private investment-dependent, collateral effects across space (different parts of the line) and time (planning, construction and operation phases of the project). Estimations took place regarding actual and potential land use and land values changes, magnitudes and types of public and private real estate investment evaluated, in combination with a variety of qualitative data, so as to form as accurate a picture as possible of the urban regeneration that will be afforded on the new system's corridor and in advance to the whole city. The methodology adopted draws considerably on the European Research Framework V Transfcon project, which pursued an ex post evaluation of the social and economic impacts of new urban transport networks in 13 European cities. The results of this research appears to be very interesting regarding the notorious history that this kind of public transport systems have in the city of Thessaloniki and the political status and decisions made the past years that made it difficult for the whole project to take place.

## ***Uniting Behind the Past: Civil Society Organizations and the Protection of Transportation Infrastructure***

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**Track 10: Transport planning and policy**

Much about the Fianarantsoa-Côte Est railway (FCE) makes it special within the transportation context of Madagascar, Africa and the world. It is among the three steepest railways in the world and only two other existing lines can also claim to cross a live airport runway as the FCE does. Many African nations have closed their colonial railways, often at the behest of multilateral development institutions like the World Bank or United Nations, but the FCE has sauntered on despite such efforts to terminate its operations. The FCE was even partially rehabilitated after back-to-back cyclones hit the island in 2000, causing 280 landslides along the line and left 100 meter sections of track suspended over numerous washouts – consequences that would have permanently shut most other unprofitable colonial-era railways. The FCE also demonstrated an ability to weather political events when it survived the rash of bridge bombings that occurred during the country's presidential election crisis in 2002. The railway alone permitted vitally important fuel and salt to reach the strategic city of Fianarantsoa and ultimately the capital Antananarivo. Today, Malagasy train passengers and tourists experience the far more amiable ambiance of villagers selling their goods at each station in what amounts to an exciting, mobile market. These lively stations pleasingly punctuate the scenic line, which provides spectacular views of photogenic rice fields, waterfalls and a tropical rainforest corridor that harbors some of the most threatened species of fauna and flora in the world.

Truly, the FCE is special in many ways even in its current precarious state of disrepair. However, this railway is not exceptional without basis. This paper examines how a civil society organization (CSO) called the Association des Détenteurs d'Intérêts de la FCE (ADI-FCE) has harnessed and legitimized community support for the FCE. The determined efforts of the ADI-FCE working with key Malagasy officials, FCE staff, traditional community leaders as well as foreign aid workers have thus far helped ensure the train horn continues to sound along the line despite the railway's bitter colonial past. In fact, the ADI-FCE has appropriated the railway's colonial history in one of its key strategies for garnering the support of local communities along the line. A second key strategy that has united communities as well as protects both the natural environment and the railway infrastructure finds its basis in traditional Malagasy laws. These grassroots efforts have proven crucial for the rehabilitation work, the privatization process and protecting the transportation infrastructure when political turmoil literally threatened the railway's existence. The ADI-FCE's ability to catalyze local community support for the railway, particularly during tumultuous times, demonstrates the value that a transportation-dedicated CSO brings to a table most frequently reserved for government and international aid actors. This article both highlights the value of a transportation-oriented CSO and offers lessons that supporters of various types of transportation infrastructure can employ in order to maintain safety, functionality and viability under adverse environmental and political conditions.

## ***Teaching land use - transport interactions: towards a cross-disciplinary education?***

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Track 10: Transport planning and policy

Planners are nowadays expected to understand and manage different phenomena and their interactions, adopting integrated approaches, combining methods and knowledge from different scientific fields. Land use and transport are among those sectors which interactions are claimed to be understood and considered by planners. This requires particular skills, as beyond some simplistic and evident considerations the relationship between land use and transport is anything but easy.

How do scholars, planners and architects get those skills? When and by whom are they educated to think about those relationships and consider them in planning practices?

Although higher education bears the responsibility for that, very little has been done in this direction, so that it is not easy to find courses explicitly devoted to those issues into architects' and planners' curricula.

In Italy, issues related to mobility and to its interaction with land use seldom appear into bachelor and master programs in architecture, urbanism or territorial planning, and ways in which they're taught sharply differ from one university to another. In order to make a picture of the state of the art it is then important to analyze the different content, approaches and objectives of those courses, to identify criticalities and potentialities. This will help to create a starting point for further studies and to underline the importance of higher education for land use and transport integration.

The paper will focus on how the debate over the relation between land use and transport has entered into academic curricula of planners and architects. Higher education programs of Italian universities will be analyzed, in order to verify to what extent and how students are taught about the relationship between transport and land use.

The aim of the paper is then twofold: the general, to stimulate the debate over the ability of planning pedagogy to meet the needs that planning research and practices express, training future practitioners and scholars, the particular, to analyze the Italian state of the art about the teaching of transport and land use.

## ***The myth of lacking desire for public transit***

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Track 10: Transport planning and policy

A recent surge in gasoline prices, coupled with the policy shift of the new Obama administration to green energy and infrastructure, has rekindled an interest in public transit in the United States. While the current economic and political conditions provide a conducive atmosphere for public transit, it is imperative to understand reasons behind many public rejections to transit proposals in the past. Such understanding will help develop strategies for initiating a successful campaign for public transit and maintaining sustainable support for it.

Using a combination of content analysis, statistical analysis, and comparative analysis, this study seeks to unravel the myth of voters' continuous rejections to public transit proposals in Arlington, Texas, known as the largest city in America without public transit. We find that the voters' rejections to public transit in Arlington had no factual bases and were due to biased perceptions of transit and other factors. Implications of the lessons are discussed.

## ***Pedestrians' users needs - COST 358***

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Track 10: Transport planning and policy

Spacial mobility - a basic human need for movement influences the overall development of society. The present day offers many kinds of means of transport and ways how to move fast even at a long distance in the global world. Fascination by this previously unknown possibility - to travel all over the world in a relatively short time - often diverts attention from the most natural and also the healthiest modes of transport.

Walking indeed is the first and basic transport mode, and when extreme cases such as the handicapped, injured and for other reasons walking-incapable people are left out, it is also the healthiest and most typical transport mode of human beings. Unfortunately, the benefit of walking is nowadays often disregarded and replaced with other means of transport - most frequently individual car traffic.

Present-day cities have changed into car areas in which pedestrians are pushed out by danger, noise, and combustion gases produced by columns of stopping and starting vehicles. Parking cars obstruct pedestrians' view and movement. The liberty of walking in city centres can be regarded as an attribute of a free personality according to The Charter of Fundamental Rights and Freedoms.

### ***School siting and active school transportation***

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Track 10: Transport planning and policy

Background:

Childhood obesity is on the rise in many countries, implying high risk of chronic disease for these children and significant healthcare cost in the future. The inactive lifestyle has been blamed as one important cause of childhood obesity; school transportation is one of the promising yet underutilized sources for children's daily physical activity. Multiple personal, social, and physical environmental factors have been reported as significant correlates of active commute to school (walking and biking), but the importance of school siting has not been well studied.

Methods:

This cross-sectional study examines the importance of siting-related environmental factors on elementary school children's active commute to school. The study setting is the Austin Independent School District in Texas, United States. Individual-level data about school travel mode and multi-level factors (personal, social, and environmental factors) has been collected through surveys of 2,695 students' parents/guardians from 19 elementary schools. School-level data will be collected through field audits and GIS measurement of siting-related characteristics between March and May of the year.

Results:

Based on individual-level survey data, logistic regression was used to predict the likelihood of active commute to school using multi-level factors. In addition to personal correlates (parental education, car ownership, personal attitude and barriers) and social correlates (peer influences and school bus availability), siting-related environmental factors also play an important role. Distance and safety concerns are the strongest correlates, followed by the presence of highways/freeways, non-residential land uses, and bus stops en route to school. After school-level environmental factors were measured, multi-level structural equation modeling will be conducted to analyze the impact of both individual-level and school-level factors, and to take the impact of clustering effect by school into account.

Conclusions:

The preliminary analysis suggests the importance of centrally-located neighborhood schools with relatively small and barrier (e.g., freeway)-free attendance areas. Follow-up analysis will further explore the impact of school siting in promoting physical active commute to school.

## ***How integrated land use and transport strategies come about strategy-making through knowledge generation***

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Track 10: Transport planning and policy

There is broad and growing consensus regarding the central place of integrated Land Use and Transport (LUT) strategy development in establishing more efficient and sustainable urban environments. However, empirical evidence shows that such integration is hard to achieve in daily planning practice, due to many institutional barriers and substantive differences. More specifically, the tools developed to support LUT strategy development have very low implementation rates in daily planning practice.

This paper introduces the concept of 'knowledge generation' as a potentially useful mechanism for closing the gap between support tools and planning practice. Through two specific Dutch planning cases, we analyze the applicability of this concept in supporting integrated LUT strategy development. The paper focuses on the already developed integrated strategies, specifically how these differ from current practices and how knowledge generation support their development.

We argue that socialization produces shared strategies and that effective socialization needs to be supported by efficient mutual exchange between tacit and explicit knowledge. It closes with the implications of this argument for the wider practice of LUT planning integration.

## ***Adding Rural to the Sustainable Transport Agenda***

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Track 10: Transport planning and policy

Transport research and studies have kept pace with evolving transport patterns and technologies, contributing to policy formulation in tackling urban sprawl and carbon emissions. However, this has had an erroneous urban bias, which will undermine attempts to achieve sustainability. This paper has two main parts. Using the Republic of Ireland as a case study, the first section reflects on changing rural settlement patterns and suggests that during this dynamic period transport studies, transport planning and policy have ignored its rural counterpart, now rendering transport in rural areas more than a means of travelling, it is a necessity to a way of life (social, economic and environmental). The second section reflects on what this means for spatial planning and more broadly sustainability. The paper concludes, based on lessons learned, with suggestions for a way forward for policy makers, land use and transport planners.

## ***Towards a deeper understanding of how cities work: bridging axial analysis with accessibility measures***

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Track 10: Transport planning and policy

Space has long been the main dimension to provide a meaning to and integrate the wide ranging multidisciplinary analysis of cities and regions. The reason is most obvious and can be found in the very roots of planning as an autonomous scientific field. Without questioning this assertion, this paper attempts to explore the role of time, as a complementary dimension to space, to better understand the working of urban areas.

Two distinct approaches linking space and time are discussed in particular. The first, developed at the Bartlett School of the UCL after Bill Hillier's work, is Space Syntax, a well known configuration theory of architecture and planning focusing on space as a key aspect of social life. From this primary emphasis on space and on the axial configuration of urban tissues this theory goes on to recognise that the physical organization of our cities tends to reflect an economy of time. The second, the Structural Accessibility Layer (SAL), developed at our research centre CITTA within the remit of a recent PhD thesis, is a methodology designed to promote the integration of land use and transport

planning. Exploring how the accessibility concept is able to link space and time, and through the definition of structural accessibility patterns, this methodological approach offers an analysis and policy making support tool for urban mobility management.

Results of a case-study application of both methodologies to Greater Oporto are presented and discussed, emphasising the potentials of combining these methodologies and of providing a more integrated analysis and understanding of the structural dimension of our cities.

### ***Lessons from Belgium? The light railway network as tool of regional planning***

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Track 10: Transport planning and policy

In 1911 the well-known British sociologist Seebohm Rowntree stated that Belgium had gone further than any country in supplying the working-class with gardens. His book 'Land and Labour: Lessons from Belgium' specifically elaborates on the development of railways and light railways into the densest network of the world, which in combination with cheap railway tickets for workers, allowed the population to commute between their land and labour, that is between their healthy homes with gardens in the country and the factories in cities or coal mines. In other words, instead of resulting in a rural exodus and unhealthy urban slums, the Industrial Revolution in Belgium led to an extreme mobility that converted every piece of land of the territory into a potential building lot for labourers. The growth of cities to monstrous conglomerates was averted in favour of a diffuse organization of the countryside.

In this paper the spatial strategies embedded in the conception of the light railway network in Belgium between 1875 and 1885 are traced, as well as its potential for future restructuring of suburbanized Flandres it once helped to create, is studied. Approaching technological systems as cultural defined objects, the research aims to complement both the historiography of urbanization and the contemporary (regional) planning, which tend to approach territorial and social changes by the concentric growth of cities, or assumes the immobility of the population. As mentioned above, this static model does no justice to the dynamic social and spatial condition of Belgium by the end of the 19th century, as well as to its diffuse condition today. To bridge this lacuna, urbanization is approached from a cross-disciplinary perspective on infrastructure networks. As infrastructure is probably one of the only spatial components in Belgium that is planned, constructed and managed by the government, the design concepts of these technological systems are mostly based on the pursuit of socio-economic efficiency on the scale of the Nation. Thus, since these territorial ambitions are most apparent in the conception of infrastructure, the motives underlying the design can reveal and drive the outlines of the inclusive planning of which it is part.

## Track 11 - Climate Change and Planning

### Track Chairs:

Christophe Demazière  
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The various challenges posed by climate change are rapidly emerging as the central concern of spatial management, if not public policy, across the world. Renewed political commitment to radically reducing greenhouse gas emissions has combined with recognition of the consequences of climate change to prompt a range of concerted action at international, national and sub-national levels. By introducing new modes of calculation, the imperative of climate change is opening up new ways of thinking about the governance and regulation of space and place in different local and national contexts.

Research is urgently required on the range of actions that are being undertaken (and equally, the actions that are not being undertaken) on all aspects of climate management, from future-proofing design solutions to methodologies for assessing low-carbon planning. Papers are invited that address the policy and politics of climate change in its multiple dimensions, encompassing issues of both adaptation and mitigation. Key concerns include:

Experience of planning for climate change – how is climate change impacting on design, development and planning in different national and local contexts? What places are leading the way and why, and what can we learn from them? Is climate change leading to experimentation with different approaches to spatial planning and place-making? The impact of climate change in terms of power relations and social and environmental justice - how is the issue of climate change changing calculations around development priorities at national, regional or local scales? Is the discourse of climate change changing power relations around planning decisions? Who gains and who loses from the new politics of climate change?

Methodologies and instruments for effective planning for climate change -What might climate-proof or low-carbon planning look like (e.g. compact cities, eco-towns, making space for water, urban design solutions etc)? How should low- or zero-carbon development be defined for the purposes of impact assessment?

Future possibilities and ideas for change - how can the formulation and implementation of local/regional policies be improved? What changes are required to enable low-carbon or carbon neutral planning (e.g. changes in institutions, new assessment methods, the use of market incentives or other instruments to influence individual consumption, mobility and location decisions)? What might climate change mean for planning education?

### ***Spatial planning in the Randstad and the sea level rise***

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Reference: 18

Track 11: Climate change and planning

Spatial planning is a classical challenge for the Randstad Holland. In Dutch national spatial planning policy since WW II the development of the Randstad, including the Green Heart, has been a major component.

In 2008 a report was published by the national Delta Commission: 'Samen werken met water' (Collaborating with water). This commission argues that the level of the North Sea will rise with 65 - 130 cm until 2100, and even with 2 to 4 meter until 2200. In addition, the throughput of water from the Rhine, the Meuse and the Scheldt will be much more variable than in the past. This makes it necessary not only to make river dikes higher, but also to create new buffer areas to cope with a temporary abundance of sweet water supply.

This paper shows how the sea level rise and the changing behaviour of river will change future spatial planning and infrastructure design in the Randstad. The analysis is not only crucial for the Randstad but for many other metropolitan deltas worldwide.

## ***Green Building Policies in the U.S. and the Netherlands: An International Comparative Analysis***

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Track 11: Climate change and planning

### *Introduction*

This project compares green building policies in the United States and the Netherlands. The Dutch sustainable building policies, which are regarded as among the best in the world, can offer insights for green building policies in the U.S., which are still in their infancy and currently poorly defined.

### *Background*

Building construction and development have significant impacts on the natural, built, social, and economic environments. For example, in the U.S., buildings accounted for 39% of energy consumption and 68% of electricity consumption in 2002. Buildings account for 38% of carbon dioxide emissions, and 12.2% of water consumed in the U.S. annually (United States Environmental Protection Agency 2004). The rate of building construction is expected to increase in the future, further exacerbating these impacts. In 2030, about half of the buildings in the U.S. will have been built after 2000, and the country will need about 427 billion square feet of built space to accommodate growth projections (Nelson 2004).

Green buildings have emerged as a way for the construction industry to address the impacts of buildings and to portray their responsibility towards protecting the environment. While architects and developers have embraced the issue of green buildings in research and practice, the attention paid to green buildings by planners in the U.S. has been sparse. However, in other countries – particularly in the Netherlands – green buildings have been viewed as a national priority, and national and provincial governments have developed frameworks and requirements for green buildings through enabling legislation, national plans, and comprehensive federal and state policies and incentives. Therefore, the historical development and contemporary policy framework for green building policies in the Netherlands can offer important insights for how the U.S. can better regulate and plan for green buildings.

### *Green Building Policies In the U.S.*

Despite the lack of research on the topic of green buildings in planning in the U.S., practicing planners have begun to devise incentives, requirements, guidelines, and assistance programs related to green buildings. The U.S. Green Building Council, the organization which developed and administers the popular Leadership in Energy and Environmental Design (LEED) green building rating system indicates that 17 states and 62 local governments have adopted the LEED standards. Other building assessment systems that have been adopted by U.S. government agencies include the American Lung Association's Health House program, The National Association of Home Builders Green Building Guidelines, The EPA Energy Star Building Energy Assessment Tool, Green Globes, Enterprise Communities Green Communities Criteria, and EarthCraft (in the southeast U.S.).

The typical foci of land use planning and development regulation – sites, neighborhoods, communities, and regions – does not adequately address the whole picture of land use and development by failing to include many of the impacts of buildings. Zoning regulation has historically dealt with the use, character, and timing of development, but ignores the impacts of the buildings themselves. Some planners have begun to recognize this problem, and have adopted green building policies and programs as a way to meet environmental and sustainability goals for states, counties, and cities.

Green building regulations and programs come in a variety of forms, including tax incentives (for example, Baltimore County, Maryland, and Chatham County, Georgia), density bonuses (for example, Acton, Maine, and Arlington County, Virginia), expedited permit review (for example, Gainesville, Florida, Issaquah, Washington, and San Francisco, California), grants (for example, Cincinnati, Ohio, and Santa Monica, California), incentives by request (for example, Cranford, New Jersey), and other programs such as waivers of fees, technical assistance, and municipal building requirements. Further, green building programs and requirements have been adopted by federal agencies (for example, the Department of Defense and the Department of State), states (for example, Arizona, California, and Arkansas), universities (for example, Arizona State University, Omaha Metropolitan Community College, and Emory University), public school districts (for example, Montgomery County, Maryland, and New Jersey public schools), and special authorities (for example, Battery Park City Authority, New York).

While many green building policies and incentives have been developed at all levels of government in the U.S., these programs are uncoordinated and lack a common model and theoretical basis. Further, no enabling legislation exists in most states to provide a framework for (and establish the legality of) green building policies, and no model for developing such enabling legislation. At the federal level, green buildings were addressed in a federal memorandum of understanding signed by the Office of the President and seventeen federal agencies in 2006, which established a commitment for 'federal leadership in the design, construction, and operation of high-performance and sustainable buildings.' Nonetheless, Federal and State leadership on green buildings have been weak, and has been there is no consensus on green building policies in the U.S. While LEED and other building assessment systems have emerged as a common basis for architects and developers to respond to the challenges of green buildings, no such common basis exists in policy.

### *Green Building Policies in the Netherlands*

Throughout the last century, the Netherlands has made major improvements in environmental and land use policy. The Dutch systems of land use planning, biodiversity protection, energy policies, and sustainable building policies are regarded as being among the best in the world (Beatley 1994; Melchert 2007; Van Langevelde 1994).

Following the oil embargo by the Organization of Petroleum Exporting Countries against western nations (including the U.S. and the Netherlands) in 1973, the Netherlands made energy efficiency a major part of their national environmental policy model. Following a decade of experimentation and research on how best to address energy issues in the building industry, the National Environmental Policy Plan (NEP) was issued in 1989, and the National Environmental Policy Plan Plus (NEP Plus) was issued in 1990. With these two plans came the institutionalization of green and sustainable building and city design into the national environmental policies of the Netherlands. The plans focused on several key areas: (1) the idea of closed loops for materials, (2) energy efficiency as a key policy goal, (3) emphasis on climate change, ozone depletion, and acid rain, (4) control of fertilizers, and (5) control of waste disposal. Additionally, the plans promoted new research and the development of new markets for green building products.

A key part of the Dutch sustainable building plans and policies are that developers are not seen as a target group of environmental policy; rather, they are seen as a partner in achieving policy goals. Accordingly, the Dutch policies were developed in conjunction with stakeholders and building industry leaders; and have enjoyed widespread support.

The sustainable building policies in the Netherlands were further strengthened in 1996, when the Ministry of Housing, Spatial Planning, and Environment issued its National Sustainable Building Package (NSBP). NSBP introduced the idea of a mandatory national standard for sustainable building design, and contained a wide range of sustainable design solutions – ranging from the building scale to the community and regional scale; and including all types of environmental issues, such as energy, water, sprawl, air quality, and ecosystem protection. NSBP is based on the idea that environmental impacts of buildings should be reduced to ‘as low as reasonably achievable,’ and that efforts to reduce the impact of buildings should apply to cases in which the impact is either intolerable, or where the cost reduction is reasonable. In essence, this requirement of the policy means that all developers of buildings in the Netherlands must apply all available means to mitigate its environmental impact and to improve the building’s performance, as long as it does not entail enormous additional cost or would hinder its feasibility.

### *Learning from the Netherlands*

The Dutch Sustainable Building Policies provide a good model for development of the U.S. system and policies in other countries. While the U.S. system is piecemeal, uncoordinated, and lacks clear goals and objectives; the Dutch system is comprehensive, coordinated, and clearly defined. Further, the Dutch environmental policy system in general has a similar structure as the U.S. system, in terms of its origination in command and control regulation in the 1960s through the 1980s; with a more recent movement toward market-based, voluntary, and consensus-based policies. Further, both systems have primarily been reactive, with recent movement toward proactive policies. The similar basis and orientation of land use and environmental planning and policy in the Netherlands and the U.S. allows for fair and objective comparison between the two systems.

There is a small but growing literature on comparisons between environmental and land use policies in the U.S. and the Netherlands; with much of that literature seeking to learn from the Netherlands in terms of policy models for application in the U.S. (Beatley 2000; Bossink 2002; Martens and Spaargaren 2005; Melchert 2007; Priemus 1999; Sunikka and Boon 2003; Woltjer and Al 2007). Research has compared the two countries approaches to biodiversity, land use planning, water supply planning, and infrastructure development, however, a gap exists in the literature – comparing approaches to sustainable building policies. Therefore, this research fills a gap in the literature concerning international comparative analysis of environmental and land use policies between the U.S. and the Netherlands, and also fills a void in the literature on U.S. green building policies (or lack thereof).

### *Purpose*

The purpose of this paper is to analyze the Dutch sustainable building policies and compare them with sustainable building policies in the U.S. This research will address several main issues: first, it will analyze the theoretical basis on which sustainable building policies operate in the U.S. and in the Netherlands. Second, it will review the historical development of sustainable building policies in the Netherlands and in the U.S. Third, it will identify potential approaches for a regulatory system for sustainable buildings in the U.S., based on the Netherlands approach, particularly at the federal and state levels.

## ***Reconciling the Multiple Planning Issues Posed by Climate Change Responses: Urban Regeneration, Construction Standards, Economic Development and Social Equity Objectives***

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Track 11: Climate change and planning

The redevelopment of brownfield sites poses costs due to prior land uses, obsolete structural features and possible contamination. That redevelopment has required public subsidy in many instances. That process may be further 'threatened' by higher standards for buildings energy efficiency in light of higher costs associated with climate change policies. It may be enhanced by new planning standards for densification and/or walkability. It may be impeded by the costs of centrally located land and economic development job creation pressures that require spreading production facilities. Concerns for social equity, however, may promote the reuse of old buildings as low grade job creation as well as slum revitalization. The balance is hard to predict, but the countervailing social, economic, environmental and political pressures are all too evident.

This paper will examine the conflicts inherent in pursuit of climate change mitigation objectives in terms of the tradeoffs in benefits and the equity of the distribution of costs and benefits across current and future populations in light of different current conditions on the ground, including the extent of current dereliction and social need nationwide, past energy efficiency investments including available transportation alternatives, current extents of urbanization and patterns of immigration (which can vary substantially across conurbations within a country), and the problems associated with ways in which impact assumptions are made, and the issues arising from the specific characteristics of the land tenure and planning systems in different settings.

Context comparisons will be used to derive the relative weights likely to be assigned to the different, and sometime conflicting, objectives, with tabular presentations of the relationships between shifting weights and current economic, social and environmental conditions. Examples will be drawn from different US states and EU member-states with respect to:

- Land use planning for densification
- New building standards and financing for retrofitting older structures for energy efficiency
- Transportation and related infrastructure priorities, especially regarding mass transit
- Development of alternative energy sources in or near urban centers.

Cases and examples will be drawn from a variety of sources, including the materials collected by the author and colleagues at the website developed as part of his ongoing project on planning for reduced greenhouse gas emissions.

## ***Spatial Planning and Climate Adaptation. Institutional Conditions for Successful Planning Strategies***

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Track 11: Climate change and planning

The serious consequences of climatic change become more and more visible. To reduce the impact of these changes much is invested in mitigation measures, especially in reducing the emissions of CO<sub>2</sub>. But mitigation is not enough. The consequences of climate change also ask for serious adjustments of the spatial organization of our environment. Higher river discharges asks for more 'room for the river' and thus for more retention capacity along the rivers. Soil drop in peat meadow areas asks for a less intensive agricultural use. Wind disturbances do have consequences for airport planning. Global warming diminishes the availability for cooling water and impels power plants to settle elsewhere. It is not longer possible to shift on the consequences of climate change to other regions, but each spatial region has to be able to stand climate change and has to reckon with its consequences in its spatial organization.

That means that climate adaptation is essentially a planning challenge. However it is not a common or traditional planning challenge. It also puts pressure on the way in which spatial planning is organized. Due to its specific characteristics, climate change demands for what we call 'adaptive spatial planning'. The uncertainty with regard to climate change and its consequences, the controversial character of the climate change debate, the multiplicity of effects of climate change and the inherently complex character of climate change and its chains of effects puts

specific demands on spatial planning.

These demands are twofold and are seemingly contradictory. At the one hand it is necessary that adaptive spatial planning is able to guarantee the sustainability of spatial investments. That means that adaptive spatial planning has to be robust and has to provide stability to enable social and economic functions to flourish. At the same time adaptive spatial planning has to be flexible in finding creative combinations between the requirements of climate adaptation and of other spatial functions. It has to be flexible to adjust to changing insights and to unforeseen developments and consequences of climate change.

These characteristics of climate change and its consequences imply that we have to reconsider:

- 1) The strategic departing points for spatial planning, the institutional norms, values and principles that structure planning processes and safeguard its robustness facing climate change;
- 2) The interactive organization of planning processes which has to provide the conditions for flexibility and adaptability;
- 3) The financial and economic mechanisms and provisions for selection in planning processes.

### ***Facilitating Decision-Making: Using the Web to Improve State Legislators' Formulation of Climate Change Policies in the US***

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**Track 11:** Climate change and planning

The Web has become an important tool for organizing to affect social change. The Obama campaign broke new ground by integrating online and offline campaigning. With the new administration in place, there is promise for the enactment of federal climate change legislation. However, state-level policies will play a critical role, since some public powers are delegated or devolved to the 50 individual states.

This paper reports on lessons learned during the conduct of a project designed to accelerate state-level actions to reduce carbon emissions in the US. The project, funded by the British Foreign and Commonwealth Office, is intended to serve the National Caucus of Environmental Legislators, a group of over 600 state legislators for whom environmental issues are a priority.

Among other tasks, activities under the project include administering a website that offers a document clearinghouse service, a discussion board, and informational webcasts.

State legislatures are working on a wide range of actions to lower carbon emissions (e.g., land use restrictions, urban design, mass transit utilization, policies to lower household energy consumption, and regional cap and trade schemes). But most of the state legislative sessions are limited by law to a few weeks or months, so time for interaction and deliberation is limited, making inter-state consultations and learning extremely difficult. This problem has been compounded by the economic crisis; state legislators lack funds for face-to-face meetings with their counterparts in other states.

To respond to these difficulties, project staff are identifying and bringing together legislators working on the same issues and providing them with resources and analyses to help them develop policies.

Questions to be examined in the course of the project and addressed in the paper include the following:

- Which issues regarding climate change policy attract the most attention?
  - Is anonymity a concern for legislators interacting on line? (Are they more willing to raise questions, admit uncertainty or consider less routine actions if provided with anonymity?)
  - What factors might lead to legislators' desire for face-to-face contact rather than web-based interactions?
  - What online consultation and consensus-building tools work the best? (Options examined to include running Delphi series on key issues, presentation of content by consultants, by legislative staff, by legislators, etc.)
  - What online processes work best as means of stimulating actual decisions to pursue innovative legislative action?
- General inferences about the utility of web-based processes to overcome time and space limitations and facilitate consultations leading to climate change policy action will be derived.

## ***Energy strategies and urban projects. The French cities case.***

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Track 11: Climate change and planning

Since ten years, French cities are developing urban projects which aim at reduce their energy consumption and GHG. Grenoble municipality is finishing the Bone city center renewal project (14 hectares) with a target of reducing by half the energy consumption. Dunkerque city is developing a new urban area (45 hectares) using the heating released by local industries.

Those cities try to use urban projects to set up local energy strategy and climate change policy considering a larger scale. How?

This paper will precise the real contribution of these projects particularly for four issues in a local energy strategy.

- Communication and public awareness

- Technical strategic choice

- Training and skills of local

- Development of tools assessment for technical and economic issues

Using findings from a research analyzing eight French cities, the article summarizes the limits of urban projects in the development of energy strategies.

## ***State Initiatives to Promote GHG Reductions through Urban and Regional Planning: The View from the States***

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Track 11: Climate change and planning

The US is the single largest producer of atmospheric CO<sub>2</sub> in the world. The energy demands of land use and transport sectors comprise about 75% of the US contribution to those GHGs. According to Ewing et al., (2007) cooler and smarter land use and transportation planning could cut US Vehicles Miles Traveled (VMTs) by up to 40% and perhaps reduce heating and cooling contributions by a third. State climate action plans suggest GHG reductions of between 15 and 30% are anticipated from improved regional and local planning (Pew Center for Climate Change, 2008). This paper reports results from a national survey of 28 States that have adopted climate action plans on measures taken to implement land use and transportation policies to curb GHG gases since plan adoption. It also reports on how well states with mandatory planning requirements are integrating climate change considerations into their state planning frameworks. The paper concludes with recommendations on measures that need to be taken to accelerate land use and transportation actions steps in regional and local planning in the US.

## ***Climate governance and the city as a space of carbon flows***

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Track 11: Climate change and planning

From Sheffield to Seattle, local and regional decision-makers are investing in models that map their locality's carbon emissions in order to inform decisions about carbon reduction strategies. To date, however, this aspect of environmental policy has not been explored in any detail, primarily because low carbon governance is still in its infancy. One of the key potential contributions of carbon modelling is that: (a) it renders explicit the carbon intensity of different form of activities within a given territory, and (b) it allows for deliberation about the relative costs and benefits (economic, political, social, ecological) of different policy choices set against carbon reduction goals. This paper seeks to open up questions about how carbon governance might offer possibilities for seeing the urban differently, and the possible implications this could have for policy intervention and outcomes. On one hand, this is about the conception of places as assemblages of socio-ecological and socio-technical relationships, but emphasis is also placed on possible changes in the calculative practices that underpin urban and regional policy. Literature on green governmentality, green political economy and neoliberal environmentalism is used to sketch out some of the progressive potentials and possible dark-sides of local carbon governance.

## ***Understanding Climate Change Impacts and Planning for Adaptation Options in Developing Countries' Megacities***

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Track 11: Climate change and planning

The IPCC identified 'the interactions between climate change and urbanisation' as a key vulnerability to settlements and society, 'most notably in developing countries, where urbanisation is often focused in vulnerable areas, especially when mega cities and rapidly growing mid-sized cities approach possible thresholds of sustainability' (IPCC, 2007, AR4/WGII, p374). The assumed high degree in vulnerability is related to (a) climate phenomena that exceed thresholds for adaptation, e.g. in case of extreme events, and (b) the limited access to resources (financial, technical, institutional) to cope with these changes, rooted in issues of development context and reflected in a lower adaptive capacity. There is a tremendous need to investigate in effective (and innovative) planning options and instruments away from traditional thinking and western-centred growth patterns and connected beliefs to plan for a more successful adaptation to climate change in urban areas of the developing world.

The spatial focus of investigation is the rapidly growing, emerging mega-city of Hyderabad in central South India. The results of an ongoing case study are presented, where climate change projections for an intermediate global emission scenario (A1B) show a high agreement in the increase of annual mean temperature of about 4°C (less around July and somewhat more around January), the significant increase of the frequency of heat waves, and the significant increase in average rainfall intensity (perpetuating the observed trend of the last 100 years in the Hyderabad region). An increase in average rainfall intensity (implying a higher frequency of extreme monsoon rainfall events would have devastated effects as recent occurrences have shown. The high and differential sensitivity of the city becomes clear: e.g. when in August 2000, 77 slum areas in the city were totally destroyed during a 240mm/day event while the damages in the middle class quarters were less severe (OXFAM, 2000).

Following the notion that the understanding of impact relations is a vital necessity to develop effective adaptation options and its implementation in the planning process, we focus on unearthing impact relations and intertwined impact paths in a first step. Selected climate change signals and its influences will be investigated on five different issue areas: energy supply and security, transportation, water supply and water quality, the implications of these fields for public health ( ), complemented by food security. Besides such obvious sensitivities as described for the August 2000 rainfall event above, the full picture of relevant climate impact paths will be presented, starting with the different climate change stimuli (increased frequency of extremes - e.g. heatwaves, changed seasonal averages in rainfall etc.) which impact the above mentioned issue areas via different, often interwoven mechanisms chains (or even nets).

Stakeholder participation is mandatory as it is a normative decision in terms of which of the multitude of potential climate change effects are relevant and notable as impacts. The impact paths are established on the basis of interviews with experts (scientists, representatives from administrations), stakeholders (representatives from small and medium enterprises, NGO's) and the lay public following an interview guideline tailored to the cultural specifics and knowledge forms of the three groups of interviewees. The interviews complemented by a discourse analysis for different media aims on eliciting four aspects: (1) the perception and awareness of climate change in the urban region, (2) the potential impacts of certain weather parameters on the performance of the selected issue areas, (3) the responsibility of different legal bodies in the planning process and the obstacles to implement adaptation options, as well as (4) the identification of potential adaptation options itself.

The network of impact mechanisms allows systematizing and assessing the adaptation options by their localisation in the network, because a (successfully applied) adaptation option usually interrupts one or more impact chains at specific points. Network analysis allows then to identify the range of their influence on adverse climate change impacts on the issue areas. This allows identifying more or less effective adaptation options from the systematic impact analysis.

This systematisation and ranking of adaptation options is a basic input for the city's adaptation plan, which is to be developed and incorporated into the planning process. We will discuss these, ranging from the acceptance amongst the population to the compliance with more general social, economic and environmental development aims, including the reduction of CO<sub>2</sub>-emissions from the urbanized area which will (of course depending on the decisions of all other polluters on the globe) contribute to reduce the magnitude of climate change impacts.

## **Strategic Planning for Adapting to Climate Change - Concept and First Results from a Large Transdisciplinary Project in Dresden**

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Track 11: Climate change and planning

Up to now, the international research community focused on analyzing anthropogenic influences on climate change, pointing out the implications of different scenarios, and issues of climate change mitigation. However, already some papers within the Joint Congress of ACSP/AESOP in Chicago 2008 showed research results that addressed pro-actively issues of adapting to (unavoidable) climate change at different spatial scales. Currently, in Germany, policy-making and research about climate change adaptation gains momentum, especially at national level. In December 2008, federal government announced its 'Deutsche Anpassungsstrategie an den Klimawandel (DAS) / German Adaptation Strategy for Climate Change'. Furthermore, federal government supports developing regional adaptation strategies through financing large transdisciplinary projects in seven regions (e.g., Berlin, Bremen, Dresden, Hamburg) within the overall programme called 'KLIMZUG – Regions adapt to climate change'.

The IOER – Leibniz Institute of Ecological and Regional Development, Dresden, is the lead partner of the KLIMZUG project 'REGCLAM – Developing and Testing an Integrated Regional Climate Adaptation Programme for the Region of Dresden' (budget: over 10 mio. EUR, duration: 2008-2013). REGCLAM is a true transdisciplinary project. Scientists from different disciplines (e.g., planning research, social science and economics, meteorology, hydrology, hydraulics, forestry) and practitioners from different institutions (local authorities, regional planning office, different ministry departments and state authorities, water management organizations) are involved in developing and testing a regional strategy for adapting to climate change. Both scientists and practitioners set the agenda for climate change adaptation in the region of Dresden right from the outset of the project. REGCLAM is based on scenarios for assessing the regional and local consequences of climate change (e.g., through a systematic vulnerability analysis). The project addresses measures to change, for instance, urban form, the management of infrastructure assets, and land use.

This paper focuses on those issues of REGCLAM that directly refer to the climate change adaptation strategy. Hence, it is written from a strategic planning perspective:

- **Strategic planning concept.** In line with recent work on strategic spatial planning (e.g., Louis Albrechts, John Friedmann, Patsy Healey), it is assumed that planning should be tailored to specific regional and local context conditions to be effective. This has various implications, for instance, existing planning instruments relevant for climate change adaptation (e.g., town planning, landscape planning, environmental planning, regional planning) and their complex time and spatial references have to be taken into account. Furthermore, strategic planning seeks to complement and – to some extent – change existing planning practices. For this reason, the specific form (e.g., document form) of planning results in terms of a climate change adaptation strategy is not fixed from the outset (e.g., traditional plan like a kind of master plan), but has to be discussed intensively by practitioners and scientists to find an effective solution.

- **Climate change and economic development:** Both climate change mitigation and adaptation have significant economic implications. Furthermore, placing and retaining issues of climate change on the agenda of politicians in different institutional contexts (local, regional, and so forth) depends heavily on how economic issues are considered within REGCLAM. Therefore, representatives of business organizations (e.g., Dresden Chamber of Industry and Commerce) and economists from the Dresden University of Technology are involved in developing and testing the regional climate adaptation strategy. Of course, this increases the number of spatial references that are important for strategic planning (e.g., regional reference of regional economic policy and different industry sectors on the one hand and the spatial reference of statutory regional planning on the other). Based on intensive collaboration between science and practice within REGCLAM, it is likely that this project will shed some light on effective possibilities to deal with multiple spatial and temporal references.

- **Effective participatory planning and transaction costs:** Strategic planning for adapting to climate change in the region of Dresden is based on a complex set of various participatory elements to foster collaboration between scientists and partners from practice and to involve further regional actors in this process. For instance, a working group with representatives from scientific institutions and practice is responsible for formulating the so-called 'Integrated Regional Climate Adaptation Programme (IRCAP)'. Workshops within the whole transdisciplinary project ensure integration of scientific results with regard to the common climate change adaptation agenda of science and practice. Regional forums aim at involving a broad spectrum of various actors through single significant events. Furthermore, national government classifies REGCLAM as a 'networking project' which raises expectations in terms of evaluating this project in line with structural network indicators. Given this intensive (planned) collaboration, REGCLAM will address the question how to organize a complex and resource-intensive strategic planning process

that meets the double hurdle of effective planning solutions with acceptable transaction costs. The paper describes, elucidates and justifies the strategic planning concept for adapting to climate change in the region of Dresden. It presents first results with regard to the issues outlined above and further research questions. This serves to formulate evidence-based expectations for the future of REGCLAM and its output in terms of possible lessons to learn for other regions in a national and an international context.

### ***Stakeholder conflicts as hurdles in climate change adaptation - the case of the flood risk management in Pori, Finland***

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The city of Pori is situated on low-lying terrain at the estuary of the Kokemäenjoki river in South-Western Finland. It is considered the single most important flood risk site in the country. The paper seeks to understand how stakeholder conflicts hinder effective flood risk management, thus adding to local climate vulnerability. It is based on stakeholder interviews discussing the ongoing flood risk management project in Pori. The conflictual dimensions are identified through a conflict assessment framework. These include dimensions such as conflict history, stakeholder interest and values, incentives for conflict resolution and effects of the regulatory framework. Conflict issues in the Pori case include both distributional and procedural aspects related to land use and planning issues, scenic, cultural and ecological values, economy and livelihoods, and organizational, inter-organisational and governance issues. The paper argues that conflicts – including ones that have nothing to do with the topical issues of flood risk and flood protection – may severely obstruct effective flood protection and other climate change adaptation measures. The paper draws on results from the 'Extreflood II' project, funded by the Finnish ministry of environment and the ministry of agriculture and forestry.

### ***Enabling and hindering influences on spatial planning adapting to climate change: Preliminary results on current approaches in two urban regions of the Baltic Sea Coast***

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Track 11: Climate change and planning

Within this paper mainly the results of two ongoing pilot case studies will be presented. These pilot case studies are conducted in Rostock (Germany) and in Copenhagen (Denmark) and will be completed until June 2009. The overarching framework in which these studies are embedded is the new socio-ecological research group 'Climate change and spatial development. adaptation strategies of urban and regional planning in urban regions of the Baltic Sea coast'.

The following questions are tackled:

- Are the two urban regions of the Baltic Sea coast already dealing with adaptation issues? Which role is spatial planning taking on?
- Which actions are undertaken by spatial planning and to what extent?
- Who and which specific circumstances influence the development of adaptation strategies within urban and regional planning?
- Which enabling and hindering influences on adaptation strategies within spatial planning can finally be identified?

## ***Challenges of Climate Change for Spatial Planning in Germany***

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Track 11: Climate change and planning

The paper gives an outline on the discussion on challenges and new trends in land and other policies in Germany aiming at both mitigation of further global warming and adaptation to climate change. New results on the regionalisation of climate change impacts in Germany are presented and a methodological framework as scientific basis for the consideration of mitigation and adaptation measures in spatial planning is discussed. In addition to this most important complementary technologies and sectoral planning approaches are taken into account.

## Track 12 - Culture, Heritage and Spatial Planning

### Track Chairs:

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Klaus R. Kunzmann  
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Culture and heritage play an essential role in European spatial planning due to two challenges for planners and decision-makers at all five tiers of government and governance in Europe. On one side, growing globalisation calls for strengthening local and regional identity, and planners are exploring how the cultural heritage of cities and regions, the main feature of such identities can be protected. On the other side, as the territorial capital of a region has become a starting point for strategic spatial planning in the context of EU territorial cohesion policies, planners have to develop strategies of how to benefit from culture and urban heritage as a significant territorial potential for spatial and economic development.

Consequently, the conservation of the historic environment is a central feature of spatial planning systems across most of Europe. Conservation policies achieved legitimacy and public support in the 1970s through professional and public reaction to the loss of familiar townscapes and their replacement with unloved modern environments in the post-war period. Throughout the last 30 years of the 20th century conservation policy and practice became synonymous with the notion that 'old is good'. However, despite the continuing importance of the cultural heritage referred to above, the central unchallenged role of conservation policies in spatial planning practice is facing new challenges.

On the one hand in city centres across Europe a new wave of confidence in city-building has been evident, in both the scale of redevelopment and in terms of the self-consciously contemporary architectural expressions this is taking, which seem to be eroding established strong regulatory regimes of protection. However, on the other hand, while architects and developers, inspired by unconstrained building opportunities in China and Dubai, are promoting the modern metropolis with free standing designer buildings, value driven movements of conservative local communities have become so strong that the historic 'decoration' (packaging) of modern functional consumer architecture or suburban residential communities is receiving more and more support. Thus there is a wave of new historicism flooding over Europe causing much public discourse and controversy. In this value driven context, new urbanism, re-imported from North America to Europe, is seen a panacea for eco-cities and town expansion schemes. Further issues include major challenges such as climate change. In many European cities, energy saving measures have become a new challenge for the conservation community, making the preservation and re-use of historic building more and more difficult and costly.

The track Culture, Heritage and Spatial Planning will address such planning and policy challenges. Thereby appropriate ways and means will have to be discussed about how the right balance between protection, historicizing city development policies and the promotion of future oriented modern urban environments can be achieved.

## ***Urban renewal of a marina: A case study concerning a coastal area of southern Sardinia (Italy)***

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**Track 12: Culture, heritage and spatial planning**

The 'creative city' could be, by definition, a city which produces new urban meanings. It also could be considered a manufacturer of a new culture, competing internationally through the promotion and the exploitation of its own cultural identity.

The concept of city today recalls the idea of urban region. These systems could eventually interact. City could reinterpret regional shapes and functions, and times of nature. Based on these shapes, functions and times, the city should project creative futures. The futures should be natural, ecologically sustainable and culturally proactive.

The main characteristics of creative cities are:

- Urban Renewal;
- Local Development;
- Cultural Identity Promotion,
- Flexibility;
- Opportunity;
- Networks of Services and Infrastructure.

Evidence from the observation of urban transformations in the last decades concerning several European cities indicates that urban renewal has produced a rebirth of cultural innovation, creativity and production of quality and cultural identity.

The urban renewal is a paradigm of contemporaneity, an important subject of scientific studies. It produces best practices and offers creative approaches for building-up urban quality, through the sustainable use of natural, economic and human resources.

The restoration economy promotes a development based on the built environment renewal (cultural heritage, rural areas) and on the natural environment recovery (ecosystems, coastal and rural landscapes), fueling a new economic sustainability which today is represented by achievements based on public-private partnership.

The case study proposed in this paper concerns the renewal and restoration of the Marina of Giorgino, a settlement of the city of Cagliari (Sardinia, Italy), located on the coastal strip that borders the wetland of Santa Gilla, the most important lagoon of Southern Sardinia.

The Marina of Giorgino was founded during the Second World War as a village of fishermen, in a context very important from the historical and environmental points of view.

The most evident problems of the Marina of Giorgino are the isolation from consolidated urban fabric of Cagliari and the decline of the resident population.

The main points of the project proposal of this paper generate from the interpretation and characterization of the identity of the Marina site, taking into account the philosophy, the guidelines and the rules of the regional landscape plan of Sardinia. In the paper, such points give birth to some projected actions, based on identified local values and problems. These actions aim to build-up a consistent and articulated syntax of the local natural environment and settlement-morphology, and a spatial reorganization of the context.

The main project topic concerns the integration of the natural environment, the interpretation of the relationship between the Marina (the fishermen village) and the consolidated urban fabric of Cagliari.

Questions discussed in the paper are related to: (i) the urban services; (ii) the Marina isolation; (iii) the decline of the resident population; (iii) the relationship between traditional activities and tourism; (iv) a balanced development of receptive, commercial and residential functions, with particular reference to deseasonalization; (v) the mobility issue which is related to road traffic, and local pedestrian and cycle paths.

## ***Management Plan for Conservation Sites and the Case of Historical Peninsula***

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**Track 12: Culture, heritage and spatial planning**

The importance of historical areas, which are one of the most significant components of city identity, has been constantly increasing in the world. Along with this increased importance, conservation actions have been improving and implementation management, which envisages an effective conservation, is now on the agenda. In this study,

in line with a contemporary conservation approach, it is aimed to examine the concept of management plans for the different characterized conservation sites and propose a management plan content.

In the scope of the study the concept of 'management plan' has been discussed in terms of contemporary conservation policy. According to the different literature, the management plan has been defined as a product of the planning process, documenting the management approach, the decisions made, the basis for these, and the guidance for future management.

After the investigation of the basic studies and guides which has been prepared and published by such institutions as UNESCO, ICOMOS, and IUCN, the sections of management plan has been determined as analyzing, evaluating and implementing. Implementing section includes also monitoring, cost analysis and project preparation.

In the study, as a World Heritage Site, management plan model for Historical Peninsula of Istanbul will be proposed in line with established process. Finally, according to the examined studies, related laws and procedures 'Historical Peninsula Management Plan' will be established in a planning process of being on the list of WHS.

### ***Ambivalent Pasts and Branded Futures: Belfast and the Titanic Quarter***

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Track 12: Culture, heritage and spatial planning

The Harland & Wolff Shipyard in Belfast was responsible for the construction of almost every ship owned by the White Star Line. At the turn of the 20th century, it was the biggest shipyard in the world and employed many thousands of workers. Originally launched on May 31, 1911, The Titanic forms part of a widely shared cultural memory for the sinking that took place on April 14, 2012. There were 705 survivors, but 1522 passengers and crew were lost. Despite the launch of The Canberra in 1960, this was the last cruise-liner to be built in the Shipyard and the industry continued to decline, with the loss of thousands of jobs. In 2009, as the city of Belfast prepares to commemorate the tragic loss of the ship in 2012, there is a major waterfront regeneration scheme underway. It is anticipated by the co-promoters of the carefully named 'Titanic Quarter' that this redevelopment could become as iconic to Northern Ireland as the Sidney Opera House is to Australia. Paradoxically, perhaps, The Titanic has been identified as an appropriate symbol of Belfast's positive landward tourism future.

This paper will discuss the Titanic Quarter as an example of heritage urban branding and consider the multifarious relationships between competing heritage values (Clark, 2006). Drawing on the communicative challenge of overcoming a negative city image (Peel and Lloyd, 2008), the paper will reflect on how the re-interpretation and representation of heritage can be used as an integral part of the re-vitalisation of the built environment. Building on the value typologies identified by PricewaterhouseCoopers (2007), the paper will explore Hewison and Holden's (2006) conceptual model of heritage values and heritage stakeholders as a way to examine the reconstruction of social memory. Specifically, the paper will critically discuss the role of planning in mediating ambivalent pasts and balancing the complex of intrinsic, instrumental and institutional heritage values which may lie below the surface of what is captured and popularised as a locality's cultural heritage.

### ***Revitalizing Older Port Cities***

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Track 12: Culture, heritage and spatial planning

The past two decades have seen the dramatic ongoing transformation of downtown waterfronts in both North America and Europe. In an environmental context, the transformation has been spurred by the need to limit fishing so as not to deplete stocks and by concern over affluent flowing without treatment into the ocean. From an economic perspective, these special places are centers of conflict as fishing advocates tangle with recreational boaters, private businesses take issue with walking recreationalists, machine hops worry about losing their spaces to yuppies looking for artist lofts, and freighters move away from the old ports to more modern facilities. In a social sense, waterfront neighborhoods, once the home of the immigrant, the union worker, and the common laborer, has now been discovered by the middle and upper classes, with gentrification increasing as a consequence. Politically, the conflicts center on who controls the waterfront: a city, a port authority, or both?

This paper explores how these transformations are playing out in the ground in a series of cities across the Northeast: Portland (Maine), Portsmouth (New Hampshire), Gloucester, Boston, New Bedford, and Fall River (Massachusetts), Providence and Quonset Point (Rhode Island), and Storington and Bridgeport (Connecticut). The authors have also drawn on their observations in Europe, with particular emphasis on Vianna do Castelo, Aveiro, and Figueira da Foz

(Portugal), HafenCity (Germany), and Londonderry and Belfast (Northern Ireland), which are also endeavoring to transform themselves into twenty-first-century port communities.

The paper is divided into two key parts. Part One is a review of connections and tensions in port-city relations. Part Two discusses the principles that research has revealed to have particular relevance in planning for the twenty-first-century port community.

### ***Understanding the World Heritage List's Selection Criteria: Re-reading the World's Cultural Heritage Map***

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Track 12: Culture, heritage and spatial planning

This paper is a part of a PhD research project on World Heritage Sites commenced in February 2007 at the School of the Built Environment, University of Nottingham. The work focuses on the interpretation and communication of the 'spirit of place' and looks at the potential conflicts that can develop between the preservation and conservation of the physical fabric of World Heritage Sites and the desire to interpret and communicate their inherited cultural meanings to an ever-expanding audience.

The paper examines and analyses the criteria upon which the World Heritage Sites are selected to be listed on the World Heritage exploring how this affects the of the world's cultural heritage map display, which affects directly and/or indirectly the Urban and tourism planning decisions. Two main points are discussed and developed. Firstly, what the selection criteria mean, literally and practically. Secondly, the paper will show the changes have been occurring to the Cultural World Heritage Sites' map since 1978 till 2008, and how this represents the uniqueness of different zones in the globe

### ***Mechanism of Regeneration in Taiwan Old Urban Districts***

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Track 12: Culture, heritage and spatial planning

In the recent years, the spatial quality of living in the area-based activity stage begins to arouse public attention, thus, the current urban planning system being used needs to be examined. Urban regeneration plans practiced in the advanced countries, which are based on the substantial space, particularly emphasize the response to the historical preservation and the life style, to deliver the need of a real cultural city. The existing old urban districts in Taiwan demonstrate growth fatigue and need to be renewed. However, the present renewal concepts and systems do not consider the historical preservation and the change of life style, the thought about pursuing city's fascination is even worse.

It is obviously that the research about old urban districts needs to be reinforced in the following fields: analysis which can fit the local regeneration framework of old urban districts, consideration about historical preservation and the life style, inventing a cultural regeneration mechanism. Hence, this research will systematically organize the meaning and quintessence of regeneration in advanced countries. The research contents will start from historical preservation and how the life style responds in substantial space, and the regeneration framework and mechanism under such concepts. The characters of the research are as followed:

1. The foreseeing fundamental research: Review the contemporary regeneration techniques and experiences of cultural and creative city in the advanced countries, and analyze the urban regeneration framework and mechanism.
2. Real urban regeneration plan which can deliver in Taiwan local environment: The empirical sites will include the wanhua district in Taipei, Central district in Taichung and Mid-west district in Tainan; and the field survey items will include mixed use development, historical sites and urban landscape, life style change and so on. Official governmental data such as GIS and Floor Area statistics will be integrated with the surveyed items to construct a real cultural and creative urban regeneration model.
3. Finally, by using this regeneration model which can be feedback, examine the current urban renewal system and mechanism, and propose the revision and extension.

## ***On the Crest of a Wave? Conservation Policy and Planning into the Twenty First Century***

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Track 12: Culture, heritage and spatial planning

Today, conservation of the historic environment is a central feature of the spatial planning system, having achieved legitimacy and public support in the 1970s through a professional and public reaction to the loss of familiar townscapes and their replacement with unloved modern environments in the post-war period.

In this paper we aim to examine this assertion by teasing out a more nuanced history of the incorporation of conservation goals into a policy of planning, demonstrating an older policy of conservation-planning as part of a 'balanced approach', which was subsumed within a much greater 'wash' of conservation in the 1980s and 1990s. Our argument is that throughout the last 30 years of the 20th century conservation policy and practice became synonymous with the notion that 'old is good'. Moreover, that this became such a dominant message that on the one hand it enabled conservation to infiltrate and have a significant role in such arenas as place-marketing and regeneration and on the other subverted traditional conservation principles as bland historic reproduction became the norm.

We will discuss the contemporary role of conservation, its performative function and the arenas in which a dominance of the last three decades or so is coming under increasing challenge. More specifically we will look at the different spatial contexts of city centres and suburban areas. In city centres across the UK a new wave of confidence in city-building can be observed in both the scale of redevelopment and in terms of the self-consciously contemporary architectural expressions this is taking. However, this is occurring in a context whereby there is a strong regulatory regime of conservation protection in most city centres. We shall examine how this is being played out in terms of the conflicts occurring and the spatiality of redevelopment. In suburban areas the discourse of conservation and planning are quite different and specifically we shall look at how conservation is deployed as a (largely middle-class) strategy of resistance. From these discussions we shall draw some overall conclusions about the contemporary position of conservation policy within the process of spatial planning.

The paper will also aim to look ahead towards some future trends, including the impact of climate change on a policy of conservation. The focus in this paper will be on the UK but we shall place this discussion in a wider context of both international conservation discourse (e.g. ICOMOS, Council of Europe) and in a comparative context of where the UK sits relative to other countries.

## ***Cold War Modernism in a planned community: heritage challenges in the Australian outback***

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Track 12: Culture, heritage and spatial planning

The heritage of the Cold War is attracting increasing international interest. While much of that revolves around technological legacies, town planning helped shape the social infrastructure which supported research and military installations. Security and operational logistics meant that development was not only conducted in restricted settings but also in often geographically remote situations. A classic case is the Woomera Range in outback South Australia where long range weapons were tested from 1947 under a Joint Project between the British and Australian Governments. The remarkable planned community of Woomera Village was established to house personnel associated with the project. In layout and architecture, it embodied modernist design philosophies of the early post-war years based on neighbourhood unit principles. With a population greatly diminished from its late 1960s heyday, Woomera Village survives and continues to support defence and aeronautical activities on the Range. But the community today faces not only the challenges that beset many small, isolated places, but also threats to a built heritage shaped and influenced by local responses to international trends. Informed by an appreciation of the heritage of both Cold War ideology and contemporary responses to architectural modernism, this paper considers the heritage status of Woomera as a planned environment, the threats which its shrinking town status pose for urban conservation, and prospects for harnessing its cultural significance to a sustainable community and regional revitalisation strategy. What lessons can be drawn from the heritage challenges in outback Australia and can these be applied more widely?

## ***Alqueva between Tradition and Design***

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Track 12: Culture, heritage and spatial planning

This communication presents a study made for the functional reorganization of a part of the Alqueva Dam, in Alentejo, with the collaboration of Design students. This dam is located in a very unpopulated area of the interior South of Portugal, where an unirrigated cereal agriculture used to be practiced, before the construction of this great lake.

With this new structure the touristic potential as increased and several proposals have been presented in order to requalificate this area

The 'Cromeleques do Alqueva' (Alqueva's Cromlechs) are a Design Project that is trying to adopt an innovative integration of the megalithic monuments imagery in our present time, these belonging to the millenary culture of this zone of Alentejo, in the new surrounding of the historical village of Monsaraz and it's adjacent territory.

From this concept were recreated the menhires, taking advantage from their shape, making them habitation capsules, generating a new way of tourism in the region, a new concept of event and observation of the astronomical phenomena

This touristic concept is solutioned through the use of vanguardist technology, which allows for its self sustainability, making it easler for the total integration in the new ecosystem, for these structures are movable.

There is also a dock that works as a supporting center for the habitations, having as formal inspiration, the Sun, our main star.

With this, besides creating touristic habitation, a new kind of show, visible during day and night time, several kilometers away, it emerged a way of attracting people to the region, thus combating the course of things.

This usage, of the newly created artificial landscape, also allows to maintain intact the existing rural landscape, and to take maximum advantage of the aquatic environment, imposed by the human hand.

## ***Managing Change in Urban World Heritage Sites***

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Track 12: Culture, heritage and spatial planning

In recent years the number of urban, as opposed to relatively self-contained, World Heritage Sites (WHS) has been increasing. The designation of broader and more heterogeneous areas within often dynamic metropolises has led to both concern about the obvious tensions between conservation management and urban governance on the one hand, and the impact of designation on the every day decision making process in development management. As we enter a period of economic downturn we are able to reflect on the relationship between an international concept of outstanding universal value as expressed through the WHS concept, and the tangible need for cities to grow, regenerate, re-image and re-brand.

This paper will seek to examine the range of issues that the designation of world heritage sites in urban areas raises. Firstly the paper will summarise the impetus to designate urban world heritage sites looking at the concept of outstanding universal value in relation to dynamic urban areas, what UNESCO calls historic urban landscapes. Secondly the paper will investigate the meaning attached to an urban WHS that often encompass parts of a city that have an extremely heterogeneous character and scope for very different interpretations of heritage value. This has very real implications for different scenarios of future urban development explored by planning authorities in their statutory plans. Thirdly, the paper will examine the concept of buffer zones in relation to WHS and how this additional level of control applied to the context for the site is confusing an already complex set of procedures at the local level of site management. Finally the paper will analyse the negotiations around particular regulatory decisions in what is a multi-scaled context of protection, conservation and management. The paper concludes with some reflections on where the management of urban WHS might go in the future given that we have the space to breath before new sites are designated.

## ***Palermo Shootings. Approaches (and spaces) for the 'representation' of a city.***

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Track 12: Culture, heritage and spatial planning

Actually in Palermo there is a generally lack of institutional interest and physical spaces for every kind of cultural events and, more than that, the present policies are only one shot show. In the last years the city of Palermo is the stage for a lot of original representations by different media. Probably this singular fact is due to the lack of proper representations of/by a huge amount of the local population, which allows the diffusion and proliferation of stereotypes and related representations

In this paper we will face the issue of the city's representations and their impact. Analyzing different plays by some of the most local famous theatre authors as Emma Dante, Davide Enia and others, it is possible to rewrite (and to consider from other perspectives) the story-telling of the city. All the above mentioned authors express a different way to look at the city in comparison with the institutional and official version of facts and stories: in this sense they are independent voices.

Moreover, the paper explores the recent cultural policies of the City Council Administration, through a review of its advertising campaign for the promotion of its mandate, the singular events and most various actions aiming at achieving consensus. The final aim of the paper is to highlight the differences between bottom up and top down approaches to culture and 'representation' of a city.

In this sense, it is really useful to consider the capacity of making uses of the urban spaces for cultural purposes: on one side, there is the chance for the City Council Administration to have access and potentially exploit a lot of spaces (but not so many ideas), and from the other side there is the necessity for 'ordinary' (that is, independent) artists to find, create and even 'invent' their own spaces.

## ***Identity through reconstruction? The current wave of reconstructing lost buildings and spaces in Germany***

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Track 12: Culture, heritage and spatial planning

Well over 60 years after the end of World War II, the debate on and the practice of reconstructing lost buildings and spaces in Germany has entered a new phase. This is a development which began in the mid-1980s, but which has gathered considerable momentum with the reconstruction of the Frauenkirche in Dresden, completed in 2005. This event stimulated an intensified debate on the purpose, legitimacy and general context of the replica-type reconstruction of physical structures destroyed during and even after the war.

It has also given renewed support to other reconstruction projects including, most notably, the Berlin Stadtschloss (replica royal residence, replacing the demolished post-war Palast der Republik) and the proposed re-invention of a whole block in the Altstadt (historic city core district) in Frankfurt, designed to replace a 1970s administration building. Almost one hundred projects, including the reconstruction of Brunswick castle as a shopping centre, are under way or have already been implemented in Germany since the 1990s. This paper uses a range of local sources to explore key questions about this remarkable change in direction, including what are the underlying motives for these developments, and which parts of society are involved in the processes? This builds on both the broad public debate and an ongoing research project being undertaken for the Federal Ministry of Transport, Building and Urban Affairs.

## ***Tasting the city: evaluative analysis of new towns in Iran from theory to practice***

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Track 12: Culture, heritage and spatial planning

Creation of new cities has a long tradition in Iranian plateau. In different period of history, different cities were established to accommodate different purposes. In pre-Islamic Iran, New Cities were built to fulfill the political and military role of empire. In 7th century the Arab conquest of Iran and introduction of Islam as an urban religion with its social-religious instructions, had prominent role in formation of new cities. The structure of cities remained the same until the constitutional revolution in 19th century. By constitutional revolution, traditional Iranian society approached its end due to political and social changes. The former can be described as the way despotic state sustained by tribal based military support was substituted by a centralised state apparatus while the latter distinguished as the destruction of the local community and the organisation of the extended family. New spatial structure of Iranian cities displays clear correlation to the structural characteristics of the new society at the two mentioned levels. The construction of new Haussmann style streets through old fabrics of cities, spatially working at political context of planning, indicates the presence and the function of the new powerful state apparatus. While disappearance of the local community institutions and dissolution of the organisation of extended family in terms of traditional neighbourhood and residential complex, indicates the social malfunction of planning.

After second world war increase in mobility and changing in the pattern of land ownership in one hand and development of industry around big cities on the other hand, led to formation of new satellite settlements around major cities in Iran. Having been influenced by the Howard's Garden city these settlements, financed by private sector, served to accommodate the overflow of mother town population in form of residential planning. Having been in vicinity of mother town, these settlements were totally dependent to it in terms of facilities and services.

In 1977, the new law allowing the plan of new towns outside the mother cities was passed. Since then, new towns do not plan as residential or suburban areas of major cities. Dependent on the distance from the mother cities, they had to offer more than just technical infrastructure in other words they have to be self sufficient and self-contained. The aims of constructing new town in this period were the followings:

1. Suitable redistribution of population in specially chosen areas, through reallocating the over spill population of the big cities.
2. Decentralisation of services by transferring some of them to new towns, hoping that they would play the communicating role between small and the big cities
3. Ventilation of living environments of large cities, improving and promoting their living standards and services.
4. Preventing irregular price increase of land properties and houses, development of squatters, and demolishing the agricultural lands around metropolitan areas.

Although after two decades there have not been much studies on prosperity of new towns in Iran but what is coming out from the facts is that the planning of these settlements were distorted from its utopian perspective that is to say increasing the quality of place. In fact, the original problems of mother cities still remained and new town are just cheap accommodations for low income population. Apart from this, the new towns suffer from lack of place identity since they are located everywhere in intact environment without any previous myth, memory and identity. An individual in a new town is a city dweller rather than a citizen. In this new place, they are looking for sense of citizenship as well as the sense of belonging to place.

Evaluation of the function of new cities in physical, social, economical and environmental terms needs deep studies which can not be fulfilled in short period of time. But in general, the failure of the aims of new cities as it was defined in 1977 can be described as followings:

- Poorly defined problems and objectives
- Elimination of citizen participation in planning
- Application of past urban policy, specially after constitutional revolution, in development of new towns
- Looking at planning as an exercise in physical urban development

What I am looking for to elaborate in this paper is to take figurative approach to planning of new cities by evaluating the positive and negative role of previous planning. In my opinion, existing new cities are fertile contexts for storytelling and in this story; the city and its citizens get prominent roles. Citizens should get chance to taste the city and experience the place. By defining a story like this, we get to substitute our new cities with cities full of urban memory, myth and identity.

Although based on Iranian context, but the result of study will be useful in providing general knowledge in planning new cities in other international contexts.

## ***Persuasive Storytelling - Creating a Brand for the City of Helsinki***

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**Track 12: Culture, heritage and spatial planning**

In this paper, I am discussing the images and brands of the city of Helsinki. The paper is based on Nordic research on the topic of city branding, which is a well known phenomena in product marketing. Creating a brand for a product has proved to be an effective way of selling it. Brands are the result of a process whereby one attempts to charge a product or set of products with ethereal qualities that primarily function as marketing arguments. Starting from the 1990s, also cities, regions and nations have started consciously to create brands. This is related to the neo-liberal turn in the late 1980s, when public sector was accused of being 'ineffective' and demands for more effective management to public sector emerged. Business concepts and new economic order were introduced as applicable management models also to the public sector. As a consequence, new kinds of urban policies have been practised in cities. They have largely given up the redistribution policies and concentrated into creating wealth, understood as attracting investments, companies, qualified labor power, visitors and tourism. Cities, nations and regions are competing with each other of prosperity and using brands and images as devices in the competition. Branding and image building have replaced the more traditional urban policies. What are the brands of cities based on? Do they correspond with the local understanding of the city? Narration is a way of creating a brand. In this paper, I am looking at the narrations and stories created of the city of Helsinki by different actors.

## ***The role of leisure in neighbourhood planning: differences in the evaluation of Greek cities***

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**Track 12: Culture, heritage and spatial planning**

The topic of this paper is the incorporation of the neglected factor of leisure time in the planning process of Greek cities. The scope of the paper is to show, on the one hand, the important role that leisure time consciousness can play in the construction of local identity, especially in connection to the multilateral process of urban development. On the other hand, the growing social, cultural and economic importance of urban leisure is slowly establishing itself at the international level, although it has not yet been recognized in Greek planning. Moreover, the paper investigates the role of leisure in the way that citizens evaluate their living conditions in a city.

The main methodology applied in this paper is a questionnaire survey carried out in Larissa and Volos, two medium sized cities in central Greece with a high-ranking position in the national system of urban centres. Both cities present a lot of similarities in terms of population and economic growth, although there exist significant differences in urban planning. The research object was the recording of leisure time, as well as of the participation of the sample in activities during a period of a week. In addition, the questionnaire recorded citizens' evaluation of several factors affecting their everyday life in the city. Important outcomes are the significant statistical differences that appear in the evaluation of factors such as time-distance from the town centre, transportation, time-distance from leisure facilities and the cost of life. Also, the examination of the citizens' evaluation based on the area of residence differs in both cities. One of the main proposals is the necessity of planning at the level of the neighbourhood.

## ***Can an element of the past act as a catalyst of the future urban development: the case of the tobacco museum in Kavala, Greece***

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Track 12: Culture, heritage and spatial planning

In the contemporary era there exists a necessity of European cities to face the challenges that result from various socio-economic changes. In this process culture, heritage and tourism play a decisive role, and their contribution in urban development is related with: the planning and the implementation of urban policy actions, the focus in the satisfaction of needs and requirements of potential target markets, the enforcement and promotion of cultural identity and of the city image, the contribution of residents in the achievement of a high level of quality of life, and, consequently, in the creation of a competitive advantage in comparison with other similar cities. From the moment that the viability and effectiveness of cultural, heritage and tourist policies is based on concrete strategic actions (taking into consideration each time the distinctive characteristics of each city as well as the contribution of local forces), the interest should be focused on the ability and the know-how of experts to use culture, heritage and tourism as tools through the processes of management and marketing.

Today museums constitute one of the dominant categories of cultural, heritage and tourist spaces, and the present paper focuses in the analysis of their contribution in urban development. Museums and heritage attractions invent various ways in order to create sources of income encouraging economic activity centred on culture, heritage and tourism in their own environment. Apart from that, they induce particular benefits for cities: creation of consumers of local products and services, existence of attraction poles for tourists, sources of work for residents, but also provision of motives for endogenous and exogenous investment/ operational activities in their regions. However, in order that these benefits become effective in the long run, they should be promoted in an organised way and with a strategic prospect, i.e. a Strategic Pilot Marketing Plan should be elaborated and implemented.

As case study the city of Kavala is chosen, since it hosts the only Tobacco Museum in Greece, a type of museum with very few examples in Europe and Northern America. The main objective of the paper is the pinpointing of the role and the importance of the Tobacco Museum of Kavala and the way that this, as a particular 'urban cultural, heritage and tourist good', can contribute in the enforcement of the image and the future development of the city in the context of the elaboration and implementation of a total Strategic Pilot Marketing Plan of the city, having the Museum as a core. The paper uses data from recent primary field research that was conducted in local businesses and residents, as well as in the Museum's visitors, in order to shape the total strategic context in which the essential marketing of the Museum can contribute effectively in the more general development of the Museum, as well as Kavala in general. The main strategy that should be implemented is the collaboration strategy, which should reflect a common vision for the Tobacco Museum as well as Kavala, in order that the expected results are desirable for the development and the competitiveness of the total environment.

## ***Land planning and cultural heritage along rivers: some similarities between two study cases (Val de Loire and Alto Douro Vinhateiro)***

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Track 12: Culture, heritage and spatial planning

This proposition aims to take into consideration some key issues for land planning activities, through the analysis of two study cases: the Val de Loire (France) and the Alto Douro Vinhateiro (Portugal).

Those two areas are characterized by some 'major' similarities: territories organized along a river, both officially involved in formal cultural heritage protection and valorisation (turned towards development) since theirs inscriptions within the Unesco's World Heritage list.

In both cases we can observe the co-existence of transitional areas in permanent transformation; spatial and social configurations need a soft and post-industrial approach to describe their configurations.

Take into consideration cultural heritage in territorial development needs a global vision of development, able to imagine complex transformation covering a really large surface and lasting long time.

This kind of global vision is not typical of local actors and small entrepreneurs as well as the advantages of integrating heritage and culture within development strategies is difficult to imagine and evaluate by most of the economical actors. Because of those reasons, large projects taking into consideration cultural landscape and heritage issues need an 'activator', an actor able to imagine the multi level transformations and to convince the other actors. Typically, this

'activator' is the leader, even informal, of a collective working group inside a public body. Another characteristic of a pro-active and cultural heritage oriented land planning is the sharing of costs and benefits within a large population and it needs a large social cohesion to develop a collective approach. Finally, gather cultural heritage needs with human and economical development is something which needs an illuminated vision of future transformation and a powerful leading capacity over large areas to manage political impact on the region. Val de Loire and Douro Vinhateiro are developing territories at a large scale they are dealing with economic pressure and trying to gather with their natura naturata landscape and nowadays human activities.

### ***Heritage Conservation versus Neighborhood Development***

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Track 12: Culture, heritage and spatial planning

In the search for quality of life, old cities face many challenges. They have an obligation towards their past, as they grow and develop their future. The correlation between physical heritage and modernizing town-scape in Egyptian cities is still missing. 'How this equation could be balanced?' is discussed in this study. Should we, or shouldn't we sustain our entire cultural built heritage in the ancient city of Alexandria? The struggle for saving the city's cultural heritage is still argued, although most of such heritage has lost its original settings. But if the problem is becoming the other way around, where the fabric of most of the cities' neighborhoods is completely changed. The question becomes; how can the old and the new co-exist together when one of them is becoming dominant? And, do we have the right -for the sake of site improvement and for the sake of new investments - to say this building must go?!

The study evaluates the criteria for building selection in the 'documented list of inherited buildings in Alexandria'. Towards a decision making process for Alexandria's cultural heritage.

### ***The image of the city and cultural events. The case of Carnival Festival of Patras in Greece.***

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Reference: 501  
Track 12: Culture, heritage and spatial planning

The urban (medium sized) centers now days on their attempt to improve their national and international role and develop their attractiveness, use very often as a promoter different cultural policies and the organization of cultural events. This paper examines how the image of a city is affected from permanently cultural events such as Carneval Festivals and how city policies take account into it. At the example of the city of Patras in Greece with a hundred years old annual Carneval Festival this issue will be further investigated. A research based on interviews with experts will illustrate how the local community as well as other stakeholders have operated and if and how Carneval Festival contributes to the image of Patras. The paper concludes that there is a need for a change in the way that Carneval Festival is understood and managed in Patras and that a long term strategy should be developed for the benefit of the city and its inhabitants.

## ***Pickled Potentials? Culture, heritage and planning through the lens of a quirky New Zealand City***

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Reference: 524

Track 12: Culture, heritage and spatial planning

As important, if not more so, than the trains and drains preoccupying planners for most of the twentieth century is the 'life of the mind' – its creative prospective, thoughtful rationalisations and solace in the spiritual and the past. The 'cultural turn' in late 20th century planning opens up potential for planners to move beyond agendas focussed on a narrowly defined conceptions of public health and the urban growth management -where collective life is made possible- to embrace the apex of Maslow's hierarchy of needs: that space where humans 'stalk meaning'. Furthermore, New Zealand has developed a statutory framework to assist local communities to preserve their built heritage, foremostly through the Resource Management Act 1991. 'Culture' has also been given strategic prominence in a major revision of local government legislation in 2002, which identifies culture as one of the four interlinked 'well-beings' underpinning the overriding purpose of local government: sustainable development.

This paper will principally explore the articulation of culturally oriented planning through a case study of Nelson, in New Zealand's South Island. In particular, it concentrates on three cultural institutions – all formed in the city's early colonial years and surviving into the twenty first century. The Nelson Institute (now the Nelson Provincial Museum) germinated on the boat conveying the city's first European settlers in 1841 and opened the following year. The Nelson School of Music opened in 1894 and the Bishop Suter Art Gallery in 1899. All established through civil society, but today reliant on degrees of public funding. All are recognised as significant heritage institutions, partly encoded in architecture, context and/or collections, and partly in the less tangible, but as potent, enduring values of Nelson's citizens. These institutions provide insights into the complex nature of heritage: tensions between socio-cultural and spatial values; constructions history places on adjustment to present needs and future possibilities, and the oft-inflamed interface between civil society and civic authorities.

The paper concludes with a consideration of the effectiveness of the legislative framework that purports to assist planners and citizens to define priorities and drive investment (in time, money and emotions) in preserving past and igniting a future where the 'life of the mind' receives as much attention as roads and cellphone towers.

## Track 13 – Planning for Rural Areas

### Track Chairs:

Nick Gallent  
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Meri Juntti  
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The idea of 'rural' or 'countryside' planning has evolved over the 20th century. In the UK, planning was once seen simply as the means of 'protecting' rural resources through the containment of urban areas and the promotion of farming interests. Other countries frequently shared this view. But the complexity of resource questions, of social change and of economic restructuring in rural areas over the 20th century, and into the 21st, has created new challenges for planning systems. The need to move away from a narrow 'resource' perspective and engage in integrated spatial planning for a differentiated and multi-functional countryside has become increasingly evident. But this need has been met with varying degrees of enthusiasm and success.

The aim of these sessions is to examine the transformation of planning for rural areas during recent times, focusing on broad processes (and the widening of planning's remit in the countryside), on urban-rural linkages, on planning's role in mediating between competing interests and promoting 'multi-functional' countrysides, and on the big challenges that rural areas now face, including migration and housing pressure, the restructuring of rural communities and economies, environmental change and environmental opportunities (including the opportunities for addressing global challenges, such as climate change, through more effective rural planning), and the local and national politics of rural planning and of the countryside. Papers with a historical, a contemporary or a prospective focus are welcomed.

### ***Are 'intermediate bodies' in the planning system blocking the delivery of higher levels of affordable housing in rural areas of England?***

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Track 13: Planning for rural areas

This paper focuses on the role played by 'intermediate bodies' in the UK planning system – Regional Assemblies, Government Offices for the English Regions, the Planning Inspectorate. These bodies might be expected to implement national Government policy, but research undertaken at Newcastle University demonstrates that in relation to rural housing, this is not the case – they often in fact actively block the delivery of higher levels of housing in areas of high need/demand, contrary to the established policy of the UK Government. The paper questions the extent to which a desire for regional autonomy and accountability can/should be balanced against the need to (a) secure national priorities; and (b) take account of local subtleties which can be lost in broad regional trends.

### ***The Feasibility Evaluation of Taiwan New Agriculture Policies***

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Track 13: Planning for rural areas

Agriculture is not only the foundation but also the most important industry in Taiwan. In the past decade, the output value of agricultural production has reduced continuously not only results in farmers' income decrease but also makes the young people unwilling to cultivate in rural area. As a consequence, the ageing problem is getting serious in the rural area. Besides, the fragmented land pattern in Taiwan makes mechanized farming more difficult. It also makes the production cost impossible to reduce. Therefore, from 2008, the Council of Agriculture (COA) proposed the 'Small landlords & Big tenant farmers' program to solve farmers' dilemma. This program attempts to promote overall agriculture competitiveness by entrepreneurial operation and inspire old farmers to rent out their lands for professional farmers in long term. Nevertheless, before putting into execution, there are several difficulties to solve such as the worry of lowering down current subsidies for landlords, blocked land information for tenant farmers, and the uncertainty of executing and supervising. Thus, this study would analyze the feasibility of this program by using financial analysis in two empirical areas and propose a series of standards for government future reference to implement the program.

## ***Czech rural municipalities and regional disparities***

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Track 13: Planning for rural areas

Like in other parts of Europe also Czech rural regions must deal with problems regarding demographic structure, unemployment, lack of funds, etc. Long-term plans prepared by individual municipalities and its quality affect differences between municipalities as well as regional funding policies. Variety of factors - geographical, demographical, social or organizational - causes differences in municipalities, micro regions and regions development which we call regional disparities. Situation in Czech Republic is specific due to restoration of private ownership in the 90's. The article describes the project 'The assessment model for adjudication of regional disparities and the methodical procedure of its use' WD 41 07 1 funded through grant of the Ministry for regional development of Czech Republic. The project is aimed at analysis of disparities which influenced development of individual municipalities and lead to their greater or lesser prosperity. Results of the analysis would be implemented as a software tool which should aid in preparation of long term plans. The project is focused on municipalities with 500-3000 inhabitants. There are more than 2000 such municipalities in Czech Republic that comprises 45% of Czech Republic's extent.

In order to fulfil the project's goals it was necessary to create database of information about selected municipalities (213 total) which were chosen in three level process. Survey was created with 116 questions or tables divided into 17 sections related to demographic structure, local administration, geographic attributes, infrastructure, local budget, past and future investments, etc. Survey mapped development in years 1990-2007 and was filled by data acquired from public data sources and gathered on personal visit. Data are stored in the database for further analysis and processing. Selected municipalities were asked to cooperate and 165 of them were visited by our researchers. They gathered not only required data but also a lot of hints and ideas that could improve local administration efficiency. At present the base disparity indicators were identified and they are being analysed so that the planning-aid software tool can be defined and implemented. The article will provide a detailed description of the development indicators analysis.

## ***Innovation, network governance and planning in rural areas***

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Track 13: Planning for rural areas

Innovation is an important goal in policies and programs for industrial and regional development, and partnership in the form of network governance is regarded as an instrumental tool in order to enhance the local and regional innovation capacity.

Innovation means a new way of doing something. It may refer to incremental, radical, and revolutionary changes in thinking, products, processes, or organizations. A distinction is typically made between invention and innovation. Innovation occurs when an invention is applied successfully. To apply an innovation done by one organisation in another organisation, is also regarded as an innovation, and innovation can therefore be difficult to separate from ordinary development work in organisations.

Network governance is about governmental and non-governmental organisations working together on voluntary bases in a new planning and implementing structure based on partnership between public, private and voluntary sector, and between national, regional and local level. The mission of public private partnership is often to create synergy and solve problems that the government and market on their own not are able to solve. However, partnership between private and public sectors are facing difficulties with competing needs and interests between the partners, and different processes, structures and norms between public and private sectors.

The research question in this paper is what characterises successful partnership in regional planning and development work, and to what extent are these characteristic suited to guide the partnership building in rural innovation processes. I first of all intend to use a planning perspective to extract criteria for successful partnerships from actual literature and research. I shall then examine different public private partnership with the mission to support industrial innovation in the maritime cluster of Northwest of Norway, and discuss to what extent the partnerships are a success as the involved partners regard them, and to what extent they are a success when the partnerships are evaluated against the criteria for successful partnerships.

Hopefully the paper can contribute to better understanding of the challenges of promoting innovation through partnership and planning in rural areas. The Northwest of Norway has a few small towns and the whole area is dominated by the rural landscape, and I will in this paper regard this part of Norway as an overall rural area.

## ***Urban landscapes: peri-urban areas as a resource for the region***

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Track 13: Planning for rural areas

The management of urban environments is one of the central themes of international debate in recent years. This interest is a result of the necessity to tackle the issues of the planning of urban realities, which are recognised characteristics of 'urban systems', through a vision directed towards the interpretation of the different regional phenomena (economic, productive, social etc.) that exist in these contexts.

Within these regional realities, peri-urban agricultural zones are an area of particular interest as they constitute the last layers of open land, and the principal areas on which the interests of housing expansion are concentrated. The planning experiences seen in urban contexts in France (Paris), Britain (London, Liverpool etc.), Spain (Madrid, Barcelona, Valencia) and Germany (Rhine-Ruhr) are examples of this.

In fact, although these kinds of areas have been subjected to a constant process of change, they can still play an important role as zones of transition between a system within the city characterised by urban parks and gardens, and another system, which is much larger, characterised by highly natural areas that have still not been assaulted in a massive way by human activities. They can also perform an essential function in terms of multifunctional reconversion within the renewal process of regional planning understood principally as an instrument of protection and containment of housing expansion.

Using these ideas as a starting point, this article aims to analyse aspects connected to the interpretation of various 'urban landscapes' and the role of peri-urban agricultural areas, which is more and more decisive for the purposes of regional ecological balance.

At the same time it aims to carry out a detailed study of the investigation carried out through an analysis of the region of Sicily, for the purpose of identifying the causes and effects of the process of transformation of 'urban landscapes' that is taking place in this area, with reference as much to the context of human habitation, as to the landscapes and the environments referred to.

## ***Socio-economic processes of shrinkage in municipalities and regions and their reevaluation from the perspective of spatial planning***

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Track 13: Planning for rural areas

The Institute of Spatial Planning and Rural Development which I preside over at the University of Natural Resources and Applied Life Sciences Vienna was assigned with the research project 'Shrinkage – the Achilles' Heel of Spatial Planning' by the Club of Vienna, which – like the Club of Rome – critically deals with causes and effects of socio-economic growth.

Starting point of the project is the fact, that many rural regions and municipalities in Austria have been facing creeping socio-economic processes of shrinkage for decades, which especially result in fewer jobs, number of inhabitants, less investments, capacity of social networks and fewer possibilities of decision making. Spatial planning's stereotype answer to the tendencies of shrinkage in structurally weak areas are growth strategies, which so far have not brought about the hoped for success. So the project deals with the questions of on the one hand what inhibits spatial planning to embrace its task of accompanying socio-economic processes of shrinkage, i.e. organising an organised withdrawal, and on the other hand how spatial planning would have to change in order to actually fulfil this task in a responsible way that serves those who are concerned and involved.

## ***State power, local government reorganisation and accumulation and hegemony in the countryside***

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Track 13: Planning for rural areas

Despite an increasing focus in recent years on connections between the city and the countryside (Pahl, 2008), rural 'others' (Cloke, 2006; Hubbard, 2004), rural culture and society (Holloway and Kneafsey, 2004), poverty, deprivation and homelessness in rural areas (Cloke, Milbourne and Widdowfield, 2002, Milbourne, 2004) and processes and responses to rural restructuring (Woods, 2005; Woods and Goodwin, 2003), there is still a notable absence in contemporary rural studies, of both a theoretical and empirical nature, concerning the changing shape of rural local government. Consequently, this paper draws upon neo-Gramscian state theory (Jessop, 2007; 1997) to examine the links between the changing structures and institutions of local government and the changing state strategies of those groups which are dominant in rural areas. In this respect, the reorganization of local government in Wales in 1996, as well as the contemporary reorganization of English local government is drawn upon in order to consider the extent to which the politics of local government are being recast, and implications for (i) the objects of governance (economic and social activity) being prioritized, (ii) by whom (state strategy and hegemony), and (iii) the effective governance of complexity within an increasing complexity of (rural) governance (Jessop, 2005).

## ***Planning for Lifelong Living in Rural Areas in Flanders, Belgium***

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Track 13: Planning for rural areas

Since the beginning of last century, rural villages in Western Europe gradually transformed from autonomous, self-sustainable communities into sleeping villages completely depending on nearby centers for services and employment-opportunities (Daniels, Bradshaw, Shaw & Sldaway, 2005). In the more remote rural areas, some of these transformations took on such proportions that villages turned unlivable, pushing people to emigrate, only to further reduce the livability (Eurostat, 2008; van Dam, de Groot & Verwest, 2006).

Similar transformations took place in Flanders, Belgium, be it that their impact was hardly that dramatic: rural villages did grow more dependent on nearby centers and as a result turned less livable, but this rarely lead to a decrease in population (VRIND, 2008). Rather, the opposite is true, at this moment the net migration rate of a large number of rural villages in Flanders is positive. One explanation for this apparent contradiction can be found in the relatively dense network of roads and towns covering Flanders. This network generates a more or less uniform distribution of services and employment-opportunities. The two most important criteria of Flemish households deciding where to live are the price of land and the accessibility of services (Deraedt, Loozbach, Van Assche & Van de Lindt, 2005). Since land used to be relatively cheap in rural villages and since accessibility was hardly an issue due to the dense network, a significant proportion of the Flemish population decided to build in their village of birth. In living close to their relatives, they are able to sustain the existing social networks, making up for some of the lacking services. elderly, for instance, rely on family for daily support, young parents rely on their parents to look after their children, and so on. So, in spite of a decrease in services and employment opportunities, the strong social networks seems to preserve the livability of rural villages in Flanders.

The situation is not all that positive though. Though the livability of rural villages does not seem to be at stake in Flanders –and this in contrast with other regions in Western Europe, there are a number of challenging trends. Firstly, there is the pressure from the real-estate market. In most of the rural villages, the amount of available building plots is limited given that most land is either demarcated as agriculture land or nature. The result is that real-estate prices have been gradually increasing, forcing the younger generation to emigrate, as a result undermining the social network. Secondly, a significant percentage of the original housing stock no longer meets current comfort standards, requiring thorough renovations or even demolition, introducing new housing-typologies and building styles. These typologies and styles follow (inter)national fashions, incrementally changing the appearance of villages to the point that all start to look identical, fading out their unique characters. In other words, despite the strong social networks, the livability of rural villages in Flanders is anyway at stake.

Policy makers are aware of the above trends and do address them in a variety of ways, ranging from total ignorance, leaving all initiative up to the citizens, to bombarding these citizens with (building)regulations, making any change virtually impossible (e.g. Les Plus Beaux Villages de Wallonie). The Urban Policy (Stedenbeleid) in Flanders positions itself somewhere in the middle of these extremes promoting the concept of the 'urban debate' (het stadsdebat): an

ongoing debate between citizens and policy makers (Bourdry et al., 2003). The conviction is that this debate will result in more critical and more independent decision-making, away from NIMBY attitudes (often the result of ignorant policy makers) and policy-making for the policy making (only resulting in ever more rules). To stimulate this urban debate -to create awareness among and shape the mentality of the participating debaters- the authors of the Urban Policy propose to work with urban projects (Stadsprojecten) and urban visions.

The Urban Policy introduces the concept of the rastercity (de rasterstad) arguing that, in Flanders, it is no longer relevant to refer to a place as either urban or rural, instead proposing to read our environment as a raster composed of lines, nodes and zones, where parts of the raster can be more urban or rural depending on the geographical location and the scale of observation. The authors therefore imagine the urban debate to take place all over Flanders, including in, so-called, rural villages. The aforementioned trends indeed hint at a growing need for such an 'urban' debate, also in rural villages: for instance, the increase in real-estate prices attracts a new type of inhabitants to these villages with other demands and expectations, often conflicting with those of the original inhabitants. Or, the issue that policy making is taking place at the level of the municipality, mostly including multiple (rural) villages, creating a gap between policy-makers and citizens. Two factors that might feed the NIMBY attitude

Though the rastercity makes no distinction between urban and rural, policy makers do, categorizing the thirteen largest cities under the Flemish Towns Fund and the rest under the Flemish Municipality Fund. So, on a policy level, the 'urban debate' does ask for a rural counterpart: a 'rural debate', a debate that, in practice, will anyway sound more rural, rastercity or not. One issue, for instance, is the aforementioned proposal to stimulate the debate relying on urban projects: In urban environments these projects typically focus on the public domain: a new library, a new tram-line or a new waterfront. In more rural communities, this public domain is physically limited, forcing the debate to enter the private domain, where it loses authority and gets tangled up in local intrigues. So, for the more rural villages, the generating of (urban) visions seems to be a more suitable instrument to stimulate the (rural) debate and discuss the future livability of rural villages.

Within the framework of the European Rural Development policy we organized (rural) debates in two rural villages in Flanders, Horpmaal and Rosmeer, situated in the Province of Limburg. Studying the number of building permissions, handed in during the last 25 years in both villages, it seemed that nearly all houses did undergo one or other transformation. Walking around in these villages though, all still feels very authentic. The questions we asked the inhabitants is whether this would still be the case if, over the coming 25 years, the same amount of transformations would take place? Whether this would be a problem and how to prevent this from happening? The goal of the debate was to make the inhabitants of Horpmaal and Rosmeer reflect upon the ongoing transformations and -more importantly-upon their role in this whole process. Each debate took place in five sessions and resulted in an (urban) vision for each village. What makes our project innovate is that we rely on new media to generate these visions: we developed a smartphone-application to map, on site, how people perceive and conceive their environment and we developed a 3D navigation tool to represent (urban) visions. In both villages, both instruments did turn out to indeed stimulate the (rural) debate, making people aware of the complexity of the ongoing transformations, the impact on the livability of their villages and of their role in this whole process.

## ***A planning-specific theory of sustainable tourism supply***

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Track 13: Planning for rural areas

Tourism sector assessments are filled with definitional confusion and analytical complexity that highlight a general lack of theoretical foundations. Yet, careful investigations of the supply-side components of tourism are critical to the creation of informed public policy that addresses amenity production, regional change, and integrative tourism planning (Dissart 2007). While much is known about the demand for tourism resources that leads to advertising and marketing initiatives, much less is known about the inputs required to produce tourism itself (Ioannides and Debbage 1998). Understanding these inputs is necessary if we wish to address the use and management of publicly provided amenity resources that create a primary motivating element behind tourist travel (Power 1996) in a manner that is generally considered as sustainable (Getz and Jamal 1994). Simply said, the foundation upon which we build tourism is not well-understood.

The theoretical foundations of tourism supply that link latent inputs, compatible uses, and temporal components of tourism supply have yet to become generalized and integrated (Marcouiller and Clendenning 2005). Consequently, this paper develops a planning-specific conceptual basis of tourism supply that includes three primary components. First, we recognize the importance of latent (e.g. environmental, cultural) inputs that typically exist as un-priced public goods and tie this to a ternative land use outcomes. Second, we incorporate alternative user interactions within a framework of economic additivity that allows the capture of alternative compatibility outcomes.

Finally, building from the concept of the tourism destination life cycle (Butler 1980) and an environmental Kuznets function (Grossman and Krueger 1995), we integrate temporal components as key tourism supply building blocks that allow for alternative sustainability outcomes resulting from tourism development. The results of this paper are

multi-faceted including, first, an analytical grid that presents how touristic activities are produced and details their economic, social and environmental impacts over time; and second, an outline of policy implications and further research needs.

The relevance of this to planning has economic, social, and environmental components. As infrastructure and technology transform economic distance, sense of place with respect to work and leisure increasingly focuses on the presence of amenities. The economic transformation of traditionally rural communities represents key challenges to development planning. As exurban development takes place due to various types of stimuli, amenities are transformed, community structure is altered, and social class continues down a bifurcated path.

### ***Planning the peri-urban Randstad (NL); dealing with dynamics and complexity***

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Track 13: Planning for rural areas

Traditionally, rural and urban areas were mainly separated. Not only in a physical manner but also functionally and from a policy perspective. Over the last decades this dichotomy between the urban and rural has blurred. Several authors (Overbeek and Vader 2003, Hoggart 2005, and Bryant 1995) distinguish a fuzzy, highly dynamic area in between the urban and the rural where a mixture of land uses can be found, called the urban fringe or the peri-urban area. While such areas are now being recognized in literature, it still remains unclear how to deal with the peri-urban from a planning perspective.

This paper focuses on how spatial planning can adapt to and anticipate on complexity and (non-linear) change in the peri-urban area. The increasing interconnectedness within urban regions causes a need for integrative approaches, while on the other hand the peri-urban area at the local level allows spatial creativity and innovations. Combining a dynamic context at the global and national level with the specific historical and local characteristics will be essential. This complicates planning in the peri-urban area greatly as Lin (1999) argues; the precise geographical extent of the peri-urban as well as its functional attributes and policy implications remain largely elusive.

Consequently, planners are confronted with the decision-making dilemma: what are we planning and who are we planning for? This paper elaborates on constant, non-linear change; what issues are regarded as autonomous and which can be influenced. Insight will be given on how planning approaches can deal with confusion about, and disagreement on land use allocation, future development trajectories and institutional fragmentation based on research on the peri-urban area of the Randstad, The Netherlands.

### ***Spatial planning and transitions in Warsaw's peri-urban area***

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Track 13: Planning for rural areas

Between the classic spatial typologies 'urban' and 'rural' a new entity has emerged: the peri urban area (Van Engelsdorp Gastelaars, 2000; Hidding, 2006; Sieverts, 2003). Peri-urban areas are in general dynamic, flexible and highly adaptive areas, because of their mix of rural and urban functions and their potential for change (Bertrand & Kreibich, 2006; Hudalah, 2007). Furthermore, 'we can see the periphery not as representing disorder, but as new forms of order with new rules...' (Foot, 2000, p.16). Changes in the peri-urban area are multi level and multi-dimensional (Hudalah & De Roo, forthcoming; McGranahan et al., 2001). The peri urban area can be seen as a complex adaptive system (Hudalah & De Roo, forthcoming). De Roo & Hudalah (forthcoming) suggest to regard fundamental change of the peri-urban as a transition, or more general, as a non-linear development.

In this paper a transition of Warsaw's peri-urban area has been analysed. The area has changed from an area dominated by heavy industries towards an area with rapid residential, retail and service economy developments. This process has largely been unplanned in the classic sense of the word. This case is used to illustrate the way peri-urban areas function and the importance of autonomous processes in complex adaptive systems. This has consequences for the effects of planners' interventions in peri-urban areas. General recommendations for dealing with non-linear developments will be given.

In this paper it is argued that Warsaw's peri-urban area has developed in a non-linear (transitional) way since the 1950s. In this period the area has fundamentally changed, a result of a complex interplay with and an adaptation to an altering context – e.g. the disappearance of market control and the introduction of the free market in 1990. Already during communism, unplanned autonomous processes, such as the development of private single family houses and spontaneous deindustrialisation, co-evolved and have been of importance for the fundamental change of the peri-urban area. In this case, the transition has been slowed down by contra-productive interventions of the

communist government. Transition developments have accelerated after 1990, when the adaptive capacity of the peri-urban area increased significantly. In this period, the quality of individual developments have been relatively high, however the regional cohesion could be improved.

Lessons from this case study are: the first step in managing complex adaptive systems is recognition and acknowledgement of non-linear, co-evolving, and (partly) autonomous processes. A planner might not focus on modifying the system by his own interventions, but try to increase the ability of the system to do so by itself. A planner could increase a system's adaptive capacity – its resilience – by increasing a system's pluri-potency. To do so, macro developments will have to be analysed. Planning would have to integrate multiple dimensions and be organised on the meso (system) level. Opportunities of the system and possibilities for innovation could be explored and stimulated on a micro-level. Flexibility and adaptation are vital elements for the planner of tomorrow.

### ***Urban Fringes and the new 'soft spaces' of governance***

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Track 13: Planning for rural areas

Urban fringes are under pressure for many reasons, primarily the desire by national/ regional/ city governments to accommodate new developments aimed at retaining or achieving economic competitiveness. Urban fringes (UF) and their policy designation such as green belts however lack institutional robustness at a time when new 'soft spaces of governance' have emerged to support spatial competitiveness agendas (Haughton & Allmendinger, 2009). Urban fringes are usually complex and confused spaces in governance terms. Green belts have a dependence on traditional 'hard spaces of government' institutions in the form of spatial planning regimes which are territorially fragmented leaving green belts conceptually and politically weak.

The paper looks at new governance arrangements emerging around the edges of some northern English cities, specifically those concerned with regeneration/ economic development and which engage with green space strategies. Increasingly these strategies are classified as 'green infrastructure' (GI) and the paper will explore the extent to which GI is being used to challenge (and potentially substitute for) traditional UF protection designations. GI has been adopted in particular by new 'soft space governance' agencies as part of a palette of concepts to represent new and dynamic ways for localities to compete within the 'new conventional wisdom' discourse of place competitiveness. GI offers opportunities to (re)valorise green spaces and to represent a 21stC version of the green belt, for instance by questioning traditional assumptions that such spaces always represent high aesthetic or natural value.

Recent strategic developments, such as the Regional Spatial Strategy for English regions and City Region Development Programmes have boosted the salience of GI ideas. Local development plans (hard spaces) will be required to apply the new ideas about green infrastructure as well as (a modified form of?) green belt protection measures. Tensions may arise, for instance, if increased housing development targets come up against green infrastructure designations and when GI designation is used to 'trump' green belt designation.

Some northern English city regions will be explored where soft policy spaces are emerging which seek to conserve the 'rural' character of Pennine areas whilst enabling economic development driven by demand from surrounding cities. These will illustrate the 'soft space vs hard space' policy accommodations around green space development/ protection discourses at the urban peripheries in key regions and should shed light on the relative power of the key institutional players in the emerging map of regional governance.

### ***Methodology of Developing Rural Area: Assessment of Egyptian criteria***

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Track 13: Planning for rural areas

Within the last decades, vast random development crawl has been governing Egyptian Villages. This resulted not only in chaos and lack of services with the villages, but also in major decrease of fertile agricultural land; over a million acres were lost during that process. Recently, the Egyptian Government took an initiative to update the strategic plans of all villages with the aim to upgrade the current condition of villages and to slow down any further losses of productive land. During the presented study, different scales of villages in Egypt were selected. The undergone methodology depended on assessment of the strategic plan criteria for development adaptat on. This paper discusses the planning process and product of the carried out study with a theoretical evaluation of both process and estimated results.

## ***Remote, rural, and regional (RRR) airports in Australia: opportunities and challenges***

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**Reference:** 419

**Track 13:** Planning for rural areas

One of the most striking aspects of the Australian built environment is the enormous distances that often exist between population centres. Connectivity between these widely distributed towns and cities has been one of the major challenges facing Australian policy makers. The capacity of aviation to provide an important high speed mode of transport across large distances has long been recognised as a critically important response to the intrinsic challenges imposed by Australian settlement patterns (AAA, 2008; BITRE, 2008). A network of airports has developed in remote, rural, and regional (RRR) areas. Predominantly owned by local governments, but with a growing level of private ownership, these RRR airports provide connections between towns and cities, access to markets for a range of high value goods, are important in ensuring equity of access to services, are critical to national security and disaster relief, and provide an important gateway for tourism and the economic benefits that it brings to rural areas.

However, despite their importance RRR airports face a number of serious challenges. A process of devolution of responsibility has left their management and ongoing development largely in the hands of local governments that are often poorly placed financially to fulfil this role. The aviation industry globally has seen tremendous volatility over the last three decades, and Australian RRR aviation has been no exception, with a number of operators going out of business leaving airports without carriers, and new pressure being brought to bear on airports that are increasingly being forced to compete with one another to attract business. Security threats have meant increased outlays on infrastructure for already resource poor airports. Prolonged periods of drought that may be a harbinger of the longer term agricultural restructuring caused by climate change, and more recent unemployment in the mining sector due to the financial collapse have been extremely damaging to the social and economic fabric of the communities that support RRR airports.

Although there is a general awareness the importance of the role played by Australian RRR airports, and the magnitude of the challenges that they face, there has been very little published research related to them. The Australian Federal Government, recognising the need for general aviation policy reform has acknowledged the critical nature of RRR airports as national assets and is seeking to provide solutions. However in the absence of information about the nature of RRR airports, and the roles and functions that they fulfil, both as individual entities and as components of networks such large scale policy reform is fraught with difficulty.

This paper will discuss the findings of a year long round of consultation and research that has been conducted with key RRR airport stakeholders as part of the annual State meetings held by their peak body the Australian Airports Association (AAA). The AAA have approached the Queensland University of Technology to conduct collaborative research, and this paper discusses preliminary findings and research directions that have emerged through this process. A brief history of RRR airports in Australia will be provided, as well as a discussion of the current context of their operations. This will be followed by a description of the methodology adopted as part of the consultation and research process and analysis of the findings. Finally, the paper will discuss the broad conclusions that this initial research has produced, and the important areas of further research that have been highlighted by this process.

## ***National policies in decentralised spatial planning***

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**Track 13:** Planning for rural areas

In the Netherlands, the national government started a major decentralisation scheme in spatial planning for rural areas. With the introduction of the Investeringsbudget Landelijk Gebied (ILG, Investment fund for rural areas) in 2007 the national government delegated the implementation of national policies to the provinces. This Dutch example fits in a trend towards more decentralisation in spatial planning that can be seen in other European countries as well.

The trend towards more decentralisation in these countries is often the result of a debate on the organisation of spatial planning, and how to divide tasks and responsibilities between the different government scales. The new planning systems that arise are generally focussing on a more important role for the regional and local levels, especially in the implementation phase. This decentralisation in spatial planning is fuelled by the focus on an integrative approach in which spatial planning is expected to play a coordinating role between different sectors and different government levels, and by the attempt to bridge the gap between policy making and the public by involving the public and stakeholders in the planning process.

The national government however, is not receding from rural spatial planning completely. In most countries it is

believed the national government should remain to play an important role, to make sure national spatial interests are protected. The purpose of the new planning systems is therefore also to improve the effectiveness of national planning policies. The new planning systems need to combine decentralisation with the remaining influence of national policies. The systems that arise from this dichotomy differ from country to country. This paper compares the involvement of the national government in rural spatial planning in three European countries which have recently gone through a decentralisation process in rural spatial planning: the UK (England), the Netherlands and Denmark. It explores the formal planning systems and the steering mechanisms that national government can use for implementing national spatial policies in a decentralised system. It will also explore the goals and expectations of the national government of these new systems. It seeks an answer to the question why the national governments believe that with the new planning system they can more effectively meet national planning goals and better protect national interests.

### ***Housing demand, residential development and land-use planning: Elements of knowledge to approach challenges of rural areas under urban pressure***

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Track 13: Planning for rural areas

Whatever the name used for the processes (conurbation, suburbanisation, peri-urbanisation), the functional interactions established between urban centres and the surrounding rural areas (commuting rural hinterland) raise questions concerning the new urban/rural relations and the underlying dynamics. Especially it questions the residential dynamics and the relation between residential demand and territorial supply of land.

Different studies and models deal with residential demand and choice of households location. Economic models dealing with residential demographic demand remain still far from numerous. On the one hand, individual housing demand models, based (property or hiring) integrate demographic variables in order to explain simultaneously household tenure choices and housing demands. Within this approach, demographic variables are only controlling for household's preferences. On the other hand, empirical models, which deal more specifically with demographic factors of residential demand (Mankiw and Weil, 1989; Englehardt and Poterba, 1991) integrate as the only explanatory demographic variable for housing the age structure of the population.

Other studies linked to spatial economics deal with spatial factors that influence location choice (land prices, household services, rural amenities...). Territorial supply is analysed in a recurring way in terms of shortage vs availability of land suitable for development, questioning planning policies and local strategies in opening or not land to development under urban pressure. Private land supply is questioned also. Such analyses are rather classically carried out on surrounding rural and periurban areas (Charmes, 2007), on housing access and the structural crisis, which seems to exist today (Wiel, 2005) that challenges planning and development policies implementation. Some number of national or European studies (even international) show the influence of planning systems on urban expansion and on dynamics of urban shape (Iwediw-Jones, 2006; Goze, 2007). It is then interesting to question the link that can be established between planning and spatial impact of residential demand, i.e. the link between this demand and territorial supply.

This paper intends to give some better knowledge of the relation between residential demand and supply to draw some issues of urban expansion and urban shape. The analysis proposed will be based on European data and more specially on France case.

### ***Urbanization and urban sprawl in remote areas of Northwestern Portugal***

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Track 13: Planning for rural areas

Planning professionals have been, for long, concerned with the future of non-competitive rural areas and, particularly, remote natural parks, a concern that often conflicts with envisioned strategic solutions that are few or altogether absent from spatial plans. National and regional governments should be encouraged to develop creative approaches and new roles for these low density areas detached from the competitive economy, while continuing to prioritize the more active urban areas for which the competitive potential is higher (Lourenço et al., 2008). Strategic spatial planning thus becomes not really a way of inverting perceived negative trends (rural desertification) but more an instrument of stimulating desirable installed and emerging capacities.

Naturbanization (Prados, 2005) refers on the movement of people to natural areas, a process of attraction of residential population towards areas that are situated within or near protected natural areas. These movements create new challenges for sustainability strategies, since the impacts arising from urban sprawl and building in or near natural parks may be severe. Over the past fifteen years, rural areas near or within the Peneda-Gerês National Park (PNPG) have experienced such dynamics, leading to land use shifts, urban settlements and economic development trends. A methodology using development control indicators was applied for assessing motivations for living within the PNPG and provide a deeper insight on urbanization trends. This methodology (Lourenço et al., 2008) is more centred on the planning process and not so dependent on statistical analysis of population, households and houses and portrayed in Census data. The outcomes show that there is a need for strong sustainability criteria during the elaboration of spatial plans and a better understanding of territory dynamics especially in critical areas for nature preservation. Such a system would represent a more systematic way of contributing to the broader goals of sustainable development through planning. Given appropriate regulation and monitoring of trends, naturbanization processes may become relevant if a brighter future for low density natural areas is to be achieved.

### ***Tourism in Rural Areas: the means to promote social and economic progress?***

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Track 13: Planning for rural areas

The Douro Valley in Northern Portugal has been a target-region for several strategic projects and territorial development programmes including World Bank funding in the early 1980s and additional support from the European Union in the 1990s. It is extensively covered by spatially-integrated plans such as Regional Plans, Master Plans and Unitary Development Plans (Lourenço, 2003). As a result, it has seen significant improvements to its infrastructures and economic development, aiding in the reinforcement and extension of social equipment networks and partial modernisation of the economic and social fabric (Danko and Lourenço, 2008). This is most visible in the progressive strengthening of the agricultural and tourism sectors that are intimately linked to the regions' diverse natural and cultural heritage, themselves products of the large diversity of local morphological, ecological and climate conditions. This is an essentially rural area, where agricultural activities affect not only the dynamics of other sectoral activities such as tourism, handicrafts, gastronomy and agro-related industry, but also have a significant impact on landscape, agro-ecosystems and local environmental features. However, these improvements have not been able to ward off important social drawbacks such as sparse, aging and decreasing populations and increasing unemployment (Danko, 2008). In fact, these have been pointed out as the causes for the steady decrease in agricultural activities since the 1990s, despite an increase in land productivity and animal and dairy-farming activities. This has been accompanied by an overall reduction of arable land in favour of non-cultivated and forestry uses (Lourenço et al., 2008b). Taking these factors into consideration, an in depth study and a subsequent SWOT analysis were developed for Sabrosa, a municipality within the region, in order to help identify possible avenues for the further strengthening of the local identity and social cohesion. This case study was selected from within a group of municipalities that have been the object of a preliminary multi-criteria analysis to determine each individual and relative ranking order in terms of water and wastewater infrastructure sustainability (Danko, 2008). Sabrosa's humanized and evolving landscape is consequence of the work carried out by successive generations that has brought some areas of the Douro Valley the title of World Heritage by UNESCO in 2001, including the vineyards of one of the world's first demarcated region. The enduring diversity of natural, cultural and historical resources point out to tourism as a means for fostering occupation, growth, social and economical progress and landscape preservation, calling for a tourism planning process that would, ideally, include the participation of the local inhabitants (Lourenço et al., 2008a).

However, the existing and recent tourism facilities and developments appear to follow the same dispersive trends long observed for the region's small population clusters, with little or no evidence towards spatial integration. This is not a problem of naturbanization (Lourenço et al., 2008c) given the extreme importance of the vineyards. Instead, the persistence of dispersive trends in planning furthers the need for critical population mass that would be successful in counteracting the social exodus and economic stagnation that endures in the region. Except for the town of Pinhão, Sabrosa does not have a direct physical relation to the Douro River, one of the main targets of the local tourism industry. The ability for the other towns and villages of Sabrosa to attract and retain tourists, permanent population and businesses remains uncertain.

## ***Transformations of the modern infrastructure ideal in the countryside: The case of North-Eastern Germany***

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Track 13. Planning for rural areas

Even before 1989, large parts of North Eastern German rural areas faced constant population decline. After reunification, decreasing birth rates, job losses and emigration led – among other factors – to a further demographic ‘shrinkage’ of rural regions. This was perceived as a problem particularly as it became increasingly difficult for municipalities and regional councils to keep up established social and technical infrastructures.

The paper shows that the ‘modern infrastructure ideal’, although in a crisis and facing ‘splintering urbanism’ in a post-modern urban context (Graham/Marvin 2001), still plays an important role in the discussion on the future of rural infrastructures in the shrinking country districts in Eastern Germany. Regional planners have been debating on how far infrastructure standards must or can be lowered, but so far have been unable to implement structural innovations that can be adapted to new socio-spatial and socio-economic configurations. This paper argues that one important dimension of this failure is that the provision of infrastructure is still treated as a more or less technical problem, without taking into proper account living conditions and quality of life.. This leads to continuing efforts to adapt standards to assumed practical planning constraints in an allegedly more or less homogeneous territory without considering the opportunities which adaptive regionally-specific and participatory strategies may offer. The paper also discusses in which ways a mismatch between established infrastructure-related planning rationales and current planning problems in the Eastern German countryside can be conceptualized, and seeks to identify approaches for more adaptive and flexible planning guidelines.

## ***Participatory approaches to accessibility in the agricultural landscape of Southern Sweden***

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Track 13. Planning for rural areas

In highly productive agricultural areas, accessibility to the landscape is restricted, for people as well as for wildlife flora and fauna. Swedish legislation allows access to most areas that are not house lots, growing crop or other specifically protected land. Since there is growing crop on most agricultural areas in the southernmost parts of Sweden during spring, summer and autumn, access is extremely limited, and pressure is heavy on the few remaining accessible areas and passages. There are an increasing number of people moving out into the countryside in new housing areas surrounded only by arable land lacking suitable recreation options. The number of horse owners in this region is also growing, but available space for them is not. At the same time, regional and local authorities are showing a growing concern for the biological qualities and the lack of space for biodiversity. Landowners, on the other hand – particularly those with sensitive crops – are unwilling to allow people even restricted access to their land, for fear of losing their income. With these aspects in mind, it is not surprising that conflicts are abundant. In two different multidisciplinary case studies, we have tried to identify the various stakeholders and bring them together in an attempt to solve the most important problems using informal, communicative approaches. One of the cases involved an abandoned quarry with some biological qualities that is being transformed into a recreation area surrounded by arable land. User groups are many and to some extent with conflicting interests. The second case concerns a much larger area, almost entirely consisting of agricultural fields, but with growing numbers of new inhabitants moving out from the city of Malmö, and growing numbers of horse owners. Both projects concluded that many conflicts can be resolved by simple means, e.g. organising interest groups talking to each other, or by canalising activities in certain directions.

## ***Peri-urban Myths: challenges for environmental planning management***

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Track 13: Planning for rural areas

Managing the rapid and unabated growth on the fringes of our metropolitan and urban centres has been a longstanding challenge. Unfortunately, these areas have not attracted the same degree of attention as urban areas, from researchers, policy makers and planners. Consequently, planning and policy initiatives associated with attempts to manage these fringe or peri-urban areas (‘peri’: around, about or beyond) have not been informed by a relevant understanding, supported by contemporary research, of the processes driving these changes and their management implications. Subsequently, a number of myths have developed around some key issues relevant to this growth phenomenon, ranging from what is driving this change, the impacts to the landscape, to uncertainty over planning and management responsibilities and governance.

This paper draws from recent research into peri-urbanisation in two Australian states. The research project, *Change and Continuity in Peri-urban Australia*, aimed to help redress this relative lack of attention given to peri urban regions in Australia and to contribute to a growing international literature on this subject. Subsequent to a review of the literature, the environmental, social and economic trends in the case study areas were examined along with an analysis of the adequacy the regions’ current governance, institutional, policy and management arrangements. It also examined the implications of changes for future land use and management and identified likely future patterns of socio-economic, cultural, natural resource, environmental and land use change. Next it developed scenarios for future agricultural and non urban land use that were then used to assess selected land use and natural resource management policies for these peri-urban regions.

The study’s key outcomes were: a redefinition of the peri-urbanisation process; an extended typology of peri-urban spatial settings; recognition of a ‘new settlement’ concept for peri-urban landscapes; a typology of new peri-urban landscape managers; and the conceptualisation of peri-urbanisation cycle for holistic landscape management.

These research outcomes will provide greater clarity of the contemporary peri-urban processes and their drivers and potentially lead to improved and more robust planning outcomes for these fringe areas experiencing high levels of non metropolitan growth and part urbanization through closer subdivision, fragmentation and land use conversion of its former rural lands that has resulted in a blurred mixed zone of urban and rural activities exhibiting a high degree of heterogeneity, continual change and conflicting values.

The paper will address seven peri-urban myths which have overarched much past planning and management of these areas – often to the detriment of existing and future residents, and especially challenging local governments, who have borne the brunt of the most significant management challenges that have been associated with these peri-urbanisation processes.

## ***Policy integration at the EU level for rural areas***

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Track 13: Planning for rural areas

As the objectives of the CAP (the EU's Common Agricultural Policy) shift from an agricultural-centred approach to wider rural development, the idea of multifunctionality of rural areas comes into play (Wilson, 2008, van Huylenbroek et.al., 2007, Van der Ploeg et.al, 2008). This in turns brings the CAP into closer association with a wide range of other policy regimes (e.g. regional policy, spatial planning, environmental management, social policy, tourism, transport, energy policy). These sectoral regimes interact in complex ways; sometimes mutually reinforcing, sometimes contradicting each other, and with a determining effect on the territorial spatial sustainable development of rural areas (Shucksmith 2005). So far, most research projects tend to focus on integration in specific cases at regional and local levels. The potential of integration at these levels is in part determined by the broad objectives set at the EU and national levels which frame approaches lower down. Therefore this paper examines policy integration at EU level.

Hence, a comparative review of EU policy objectives related to rural development has been carried out. The aim was to identify areas of possible contradiction and complementary of EU policies. RUFUS is particularly concerned with how policy regimes can be combined to ensure more sustainable rural development. It is therefore necessary to consider potential contradictions and complementarity of policies. The review compares policy objectives for the Directorates-General for Agriculture (DG AGRI), Employment Social Affairs and Equal Opportunities (DG EMPL), Environment (DG ENV), Regional Policy (DG REGIO), and Transport and Energy (DG TREN), together with the World Trade Organisation (WTO) and the Food and Agriculture Organisation of the United Nations (FAO).

We have organised the comparison under the following six themes, which are dominant in rural policy: 1) agricultural competitiveness, 2) climate change and environmental protection, 3) balanced territorial development, 4) social cohesion, 5) employment, and 6) security.

The comparison has been undertaken by reviewing various published policy documents of the organisations concerned. The accent is on comparing the main policy themes of the Directorates and international organisations. This first review of Community and international policies related to rural development has revealed some conflicts but perhaps a surprising degree of complementarity between the stated policies of the various directorates. There are a number of factors that are relevant here that mean that it is likely that there will be a greater degree of divergence of policy positions between sectors at the national and regional levels. This knowledge will be used for tracing the objectives down to the various national plans and programmes in the case studies.

## Track 14 - Environmental Planning and Resource Management

### Track Chairs:

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For this track, the main conference theme has been slightly adapted. Rather than asking 'why can't the future be more like the past', we are interested in the question 'why can't the past be more like the future'. Whilst in theory, the precautionary principle should have guided environmental planning and resource management for at least over a decade, in practice, to date environmental pressures and problems have tended to precede remedial actions. Examples include oil production, loss of natural habitats and biodiversity, public health problems and global climate change. Probably the most crucial question therefore is how we achieve more pro-active environmental planning and resource management; how to avoid environmental problems before they arise, rather than having to mitigate later, as well as how to design spatial plans and projects better before we decide and implement them.

We therefore encourage you to submit papers to this track, particularly on pro-active environmental planning and resource management, for example in spatial and other sector planning, energy, minerals and waste management. Papers may deal with various aspects of environmental planning and resource management, ie visioning, setting of targets and objectives, assessment of different development options (including sustainability appraisal, strategic environmental assessment and environmental impact assessment), consultation and participation, impacts on decision making, evaluation and monitoring. Ultimately, through improved environmental planning and resource management, good design of plans and good project management should result.

### ***Environmental Impacts of a Tourism Development Plan in the Southern Turkey***

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Track 14: Environmental planning and resource management

As part of Antalya Tourism Development Plan, large forest areas in Manavgat-Sorgun have been allocated for golf courses and two of them were opened in 2007. The plan for Sorgun was to attract golfers from around the world to a Mediterranean resort which was very close to many other attractions such as seaside resort with beaches, luxury hotels, archaeological sites and other vacation-time amusements.

Although the Plan for Tourism Development aimed at sustainability in the development of golf courses, outputs of this plan have not indicated sustainable tourism development. The golf areas in Sorgun are located in a dense pine forest which is only 7 km. away from 'Side' Antique City. Side is an ancient settlement centre founded in 1404 BC. and turned into a centre of science and culture for many kingdoms. The city was doomed by the sand waves drifted by the Mediterranean winds. The Sorgun forest is a rich ecosystem with its biodiversity and wetlands that can be the only natural shield against sand waves. It is aimed by this study to show how deforestation may cause repetition of sand wave hazard for the area and how the tourism plan could have been more sustainable if the lessons from the past were used.

## ***Exploring substantive interfaces between spatial planning and ecological networks in Germany***

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Track 14: Environmental planning and resource management

One of the main causes of the ongoing loss of biodiversity in densely populated countries of Western Europe is the degradation and fragmentation of habitats. The concept of ecological networks plays a pivotal role in counteracting this tendency. Many framework documents for spatial development such as the ESDP or the Territorial Agenda endorse the idea of establishing a European ecological network. A functioning ecological network, though, has to stretch beyond the status quo of Natura 2000 because it requires connectivity in the sense of spatial and functional linkages between important habitats. This brings about some difficult coordination challenges. Not surprisingly, the EU biodiversity action plan calls for a better integration of biodiversity issues into spatial plans.

Integration of ecological networks into spatial planning can focus on procedural aspects, i.e. on minimizing harmful effects of a plan by means of SFA, and on substantive aspects, i.e. on securing and developing linkages in the landscape in a proactive fashion through spatial planning. Furthermore one has to consider that there is no spatial planning as such, but that the phrase means different things in different countries. For example, the EU compendium of spatial planning system and policies distinguishes four broad types of planning traditions.

The objective is to analyze the substantive integration of ecological networks into spatial planning in Germany. This country features a mature system of comprehensive, integrative spatial planning and a bias towards regulatory planning. The argument is structured as follows. First, I very briefly set out how ecological functions and processes can be translated into spatial patterns, and what types of ecological networks may result from this. Second I give a brief overview of the particularities of spatial planning in a federal, decentralized republic. Third I examine the substantive interfaces between ecological networks and spatial planning at the level of federal policy documents and, fourth, at the level of regional statutory plans. Fifth and finally, the paper concludes with some recommendations on how to improve the current practice.

## ***Marine Planning: Where Spatial Planning Meets Resource Management?***

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Track 14: Environmental planning and resource management

The notion of marine planning has entered the planning world suddenly and surprisingly. Major UK legislation is currently being prepared that will place a system of marine planning at the heart of marine governance; initiatives are also taking place in other north European countries; and wider international interest is being expressed in the planning of marine space. However, these ventures are originating not within the existing institutions of spatial planning, but rather within those representing coastal, marine and environmental interests. The ethos of and proposed approaches to marine planning are therefore being shaped more by the concepts of environmental or resource management than those of terrestrial spatial planning. Nonetheless, the planning community is being urged to take a full part in the implementation of marine planning initiatives. This raises questions about the inter-relationship of the different traditions that are being drawn into this new arena for planning, as it represents a call not only into new geographical territory but possibly also into the adoption of a different balance of perspectives to that which prevails on land. This may also be a reflection of the unusual characteristics of marine space, which have kept spatial planning at bay until now, but which also necessitate a different approach to its use and protection. This paper offers a reflection on the challenges posed by the application of planning practice to the marine environment and on the influences currently shaping the concept of marine planning.

## ***A Sustainable Future (?): River Basin Management meets Land Use Planning in Scotland***

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Track 14: Environmental planning and resource management

In the fields of water management and land use planning, some of the latest global sustainability paradigms – notably integrated water resource management and spatial planning – revolve around ideas of integrated, collaborative decision-making. The EU Water Framework Directive (WFD), seen by many as a ‘Sustainability Directive’, calls for much closer interaction between water managers and land use planners – a vision that appears to fit comfortably within the paradigms that dominate both fields. However, in practical terms it involves bridging widely separate policies, institutions and cultures of practice, and the literature contains few empirical examples of this occurring.

The overall aim of this research project is therefore to examine this interaction in a real world setting – the emerging relationships between the WFD’s river basin management planning (RBMP) framework and the land use planning system in Scotland. In doing so, this project will critically examine the implementation of integrated and collaborative decision-making paradigms, and the socio-political factors that may be influencing this process in a planning context. The approach used to meet this aim draws from the frameworks of interpretive policy analysis (Yanow 2000) and institutionalist analysis (Healey 1999). This approach adopts the premise that different stakeholders attach different (sometimes contradictory) meanings to a policy’s implementation, potentially hindering the process. Furthermore, this plurality of meanings is often reflective of, and can help to reinforce, wider social norms and institutional structures. This provides a useful standpoint from which to examine emerging relationships between the RBMP framework and the land use planning system, as wider socio-political norms and structures may have a significant impact on how different actors within those relationships interpret their roles and responsibilities.

In Scotland there is considerable potential (and necessity) for closer interaction between the RBMP framework and the planning system at both national and regional/local scales (SNIFFER 2006). This interaction may be supported by the government’s ongoing efforts to make the planning system more efficient and capable of delivering sustainable development objectives. One of their key reforms is greater ‘front-loading’ – i.e. ensuring that key issues are addressed in the early stages of development plan preparation (SE 2005). This makes development planning a key process for facilitating integration between the planning system and the RBMP framework.

In order to address the research aim described above, this project will focus on the development planning processes in a rural local authority (Highlands) and a city-region (Glasgow & Clyde Valley) as case studies. The research objectives are: 1) to examine how those involved in development planning understand their respective roles and relationships regarding the RBMP framework; 2) to compare the various perspectives and examine substantial differences (if any), and 3) to assess the implications of these findings on the implementation of the RBMP framework, as well as on wider planning and policy implementation theory. This will be undertaken through textual analysis of relevant policy and planning documents, and in-depth interviews with key stakeholders in the development planning process. Preliminary findings, drawn from a set of scoping interviews and the initial stages of textual analysis, indicate that key stakeholders in the development planning process may be diverging significantly in their perceptions of the relationships being forged through river basin planning. Furthermore, these differences may be linked to wider perceptions of sustainable development, which has become one of the Scottish government’s key policy objectives. These issues will be explored further as the research progresses.

## ***Environmental Planning: An Analysis Framework on Integration of Noise and Spatial Planning***

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Track 14: Environmental planning and resource management

Increasing pressure on cities and its environmental qualities, due to growth of number of inhabitants, mobility and economic activities, stress the need for innovative and integrative planning instruments. Specifically exposure to high noise levels from transportation and industrial sources and the negative impacts on citizens’ health gave rise to new policy frames on integration of noise and spatial planning.

The Netherlands, academically reckoned for its spatial planning system, has been a forerunner in integrating noise and spatial planning. Its Noise Abatement Act contains the principle of zoning and – rather unique – even sets (mission) limits for various noise sources. However, operationalisation of urban environmental planning at the local level encountered various challenges, as – in a dense populated country – regional and local spatial planning

initiatives faced strict noise limits set at national level. From the 1980s the Noise Abatement Act has been adjusted many times, resulting in a complex regulation currently under discussion for a major revision.

The last 10 to 15 years a broader policy integration discourse is found, often referred to in literature as Environmental Policy Integration (EPI). The originally sectoral, normative and hierarchical environmental policy developed into a more integrated, qualitative, bottom-up policy in which many (process) tools have been developed in order to facilitate integration of sectoral or environmental policy in other policy domains such as spatial planning and sustainability.

In EPI literature differing perspectives have been used. Lafferty and Hovden (2002) and Nilsson & Persson (2003) provide in their articles concise overviews of EPI literature. The latter distinguished process, output and outcome; and developed a framework with various variables for EPI and the policy outcome. Lafferty and Knudsen (2007) state that EPI can be analyzed and evaluated as procedure, policy and outcome, focussing in their article 'on aspects of decision-making enhancing the status of environmental concerns in policy output'. Runhaar, Driessen & Soer (2009) distinguish coordination, harmonisation and prioritisation as three forms of EPI in their assessment of planning instruments.

Kidd (2007), on the other hand, analyzes integration policy from the spatial planning perspective. She concludes that integrating sectoral (in this case health) policy in spatial planning policy political endorsement and multidisciplinary education and networking are key issues in future policy integration ambitions. In her analysis she focuses on organisational and instrumental themes of integration.

In the conflicting linkages of noise and spatial planning instrumental attempts can be identified from the 1990s onwards. Examples in the Netherlands are integrated environmental zoning (a tool for aggregation of various environmental norms on a scientific basis); ROM-projects (a process tool for integration of noise issues in spatial planning processes); and City-and-Environment (legally embedded process tool for integration of environment and spatial planning processes).

In this paper the above mentioned EPI perspective will be used to develop a framework for analysing various environmental and noise planning instruments and their impact on integration of noise and spatial planning in the Netherlands. We will conclude with reflections on the value of the proposed framework and recommendations on further improvement of noise and spatial planning integration.

## ***Integrating Coastal Planning: a Review of Integrated Coastal Zone Management (ICZM) Practice and Prospects***

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Track 10: Environmental planning and resource management

This research considers the evolution of Integrated Coastal Zone Management (ICZM) in the UK within the context of increasingly complex statutory systems of planning for marine and estuarial environments. As the Marine and Coastal Access Bill and Water Framework Directive come into full legal force, this raises questions for the future role of non-statutory coastal and estuary partnerships engaged in ICZM initiatives which have a limited remit and resources to deliver projects.

In order to explain why the implementation of ICZM has followed a different trajectory to that for Marine Spatial Planning (MSP) and River Basin Management as required by the EU's Water Framework Directive, and address the questions of why ICZM has not achieved the same levels of government support, the progress of each regime through the various stages of the policy cycle (problem emergence, agenda setting, considering options, decision making and implementation) has been examined using literature reviews and the initial findings from case studies of the Marine Spatial Planning Irish Sea pilot, Ribble Estuary River Basin Management Planning pilot and local ICZM partnerships from England, Scotland and Wales, paying particular attention to the way in which the problems of the coast are socially constructed and the response this elicits.

It is envisaged that a comparison of the ways in which these regimes have emerged will provide lessons for coastal partnerships to make a stronger case for the ongoing use of coastal zone management initiatives in the broader framework of planning for marine and coastal areas.

## ***Land Use Planning Outcomes: Are we delivering for our communities***

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**Track 14: Environmental planning and resource management**

Delivering on publicly agreed land use planning outcomes is becoming increasingly challenging in a context of rapidly changing economic, environmental and political conditions. Yet many practitioners look back with nostalgia and wonder why the future cannot more like the past when communities seemingly valued and accepted the plans developed and employed. This paper challenges this premise and asks whether the desired planning outcomes were ever met or whether it was simply assumed to be the case by those responsible for their implementation? How could plans be assumed to achieve their purpose without evaluating their outcomes?

This paper argues that future cannot be like the past if the plans prepared by planners are going to meet the increasing complex and challenging problems faced by local communities. Planners need to gain a deeper understanding of the outcomes from planning methods used in plans, and critically evaluate whether the appropriate institutional structures are in place to enable the plan making and implementation process to deliver outcomes as foreshadowed in plans. The paper examines these issues by presenting the results from 30 case studies derived from the statutory land use plans of three cities in the Auckland region, New Zealand. The results suggest there are critical disconnections between the land use policy intentions in each of the three city plans, plan methods designed to give effect to those policy intentions and the actual planning outcomes on the ground.

The paper presents some reasons for these disconnections. A significant structural problem lies in the consequences of local government reform of the late 1980s where the activity of plan making was separated from plan implementation creating a knowledge disconnection between the two areas of planning practice. In-depth interviews with 18 practitioners involved in the case studies reveal further insights into the formal and informal practices of local government that influence the processes of plan making and implementation. The paper concludes by suggesting that the planning profession needs to critically consider the role of statutory plans in achieving their outcomes and whether we have the right institutional structures in place to achieve the plan's outcomes in an increasingly uncertain future.

## ***Explaining Local Sustainability Effort in the US: An Empirical Analysis***

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**Track 14: Environmental planning and resource management**

Over the last two decades, state and local governments have been the incubators of innovation on sustainability within the US. While there have been a number of case studies and surveys completed that document state and local sustainability programs and innovations, little empirical work has been completed on explaining variation in such efforts. This paper reports on an empirical analysis of predictors of local sustainability effort in the US, based on a national survey that was completed in 2008. Using multiple scales of sustainability effort, we find that the most robust predictors of sustainability effort relate to local fiscal capacity, unconventional political culture, leadership from elected officials, intergovernmental coordination and strong legal capacity to pursue state, regional and local planning. We discuss the policy implications of this study to better spur local sustainability effort in the US.

## ***The environmental agenda of local plans***

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**Track 14: Environmental planning and resource management**

This paper presents the results of a comparative study designed to identify and characterise the environmental contents of local plans in four different national planning systems in Europe: Portugal, Spain, France and the UK. Our research made evident an important tension between the common framework of the European environmental policies, developed throughout the last three decades, and the profound differences between national planning systems in Europe, deeply rooted into the political and administrative country contexts, distinct past and present practices and national planning cultures. The comparative analysis seems to point out that, so far, significant

differences can still be found in the way local (urban) plans integrate environmental policies. In other words, planning systems seem reluctant to adopt a common European approach as it is the case with the environmental policy standards and instruments driven by the European Union. For how long this planning diversity holds, at least as far as environmental policies are concerned, remains to be seen.

### ***Bringing quality to the local environment; decentralisation in Dutch environmental management***

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Track 14: Environmental planning and resource management

In being long dominated by central state control in an hierarchical organisation, Dutch environmental policies were traditionally highly centralistic. Local environmental management was thus dominated by central policy guidelines. During the 1990's environmental management in The Netherlands however went through extensive decentralisation. Based on the idea that the proximity of local authorities to local circumstances and stakeholders give them some important benefits over the central government in coping with local conditions, this decentralisation is meant to reduce the dominance of central policy guidelines.

Underlying decentralisation in Dutch environmental management was the idea that the national government would protect only minimum quality levels through generic regulations, whilst municipalities were given the responsibility to 'go beyond the minimum'. Based on the increased flexibility given to local authorities, the idea was that municipalities would be enabled to produce local policies that are tailor made to the local conditions and hence, will result in a higher quality of the local environment. This shows how decentralisation did not imply a change in the ambitions of the national government which was still to 'go beyond the minimum'. It merely implied a change in the strategy to achieve this higher quality: instead of national guidelines now local authorities were called upon to formulate and deliver this higher quality.

The research this paper reports on shows how Dutch municipalities are not successful in formulating and delivering this higher quality. Based on a series of over 60 interviews, a survey into 29 municipalities and eight case studies (all conducted in 2007-2008), the research also reveals the main causes for this lack of success. On the one hand, the paper addresses the problems municipalities face in coping with the ambition to formulate and deliver a higher environmental quality. It is shown how municipalities often lack the time, competences and political will to take on their new responsibilities. On the other hand, the paper also addresses a second main cause, which has to do with the way national environmental policy is currently structured. In being complex, fragmented and hard to oversee, municipalities have a hard time to cope with these national policies. Many do not even meet legal regulations, let alone go a step further. Hence, these national policies do not support a process of decentralisation. While drawing from theories on policy decentralisation, the paper concludes that these two main phenomena make that decentralisation is not having the desired effects in Dutch environmental management.

### ***The effects of the new Common Agricultural Policy on rural landscape: when future promises to be better than past***

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Track 14: Environmental planning and resource management

Rural landscape is a fundamental and critical resource to preserve and valorize. It's structured and maintained by a mixture of natural processes and human functions. Public policy interventions are the major driving forces in the landscape changes. The instances of landscape and environmental sustainability included in the agro-environmental measures of the recent Common Agricultural Policy (CAP) mid-term review and the new Rural Development policy are the necessary prerequisites in order to be able to interpret the recent changes in rural areas land use and landscape. Or, at least, according to the optimistic perspective suggested by the conference theme, their future development!

The CAP has played a major role in the last decades of landscape changes within EU. From the Mid 1980s a number of initiatives have been taken to integrate environmental considerations into the agricultural policy including the introduction of various incentive schemes to ensure protection, maintenance and enhancement of agricultural landscapes. This has partly been done on the background of the negative environmental impacts of the CAP partly as responses to a general demand for more comprehensive and integrated rural policies to replace or to supplement

the more dominant open marked agenda of the European Community Requirements of more coherent rural development policies gradually will be replacing the traditional, production oriented agricultural policy. A European landscape policy agenda is evolving parallel to the CAP reforms.

The focus of our work is on the new CAP and on its synergic integration in the most relevant EU environmental directives (in particular the so called SEA Directive, 2001/42/EC on the effects of certain plans and programmes on the environment) and relevant national planning policies.

Based on literature reviews and our empirical experience in the implementation of a Strategic Environmental Evaluation (SEA) process for a Rural Development Programme 2007-2013 of an important Region in the Northern Italy (Piedmont), the paper will try to give answers to the question on how the recent reforms of rural policy can preserve and valorise rural landscapes. To answer to this question the contribution will try to identify Axis and Measures of Rural Development (the so called 'agro-environmental measures') that can have major effects on landscape changes and to analyse the related indicators that can trace the evolution and the results of the last programming cycle. We will focus also on the importance of the participation processes and of the awareness and formation policies to involve all the actors up to individual farmers in virtuous policies.

The conclusions will comment about the critical role of the 'on going' SEA and on the technical problems of valuable indicators elaboration and on Information Systems management in order to make SEA effective as a tool for defend and implement the rural landscape quality.

### ***Sustainable Development and the Deep Blue Sea: Understanding public interest criteria in UK Marine Spatial Planning***

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Track 14: Environmental planning and resource management

There have been extensive debates over the main intellectual and statutory-defined goals of land use planning, which have engaged various interpretations of the public interest and sustainable development, both of which are highly contested concepts. This has raised major issues of how best to evaluate the effectiveness of the planning process, has facilitated flexibility (and bias) in the political interpretation of planning goals and has had implications for the rationale for public participation. Despite being in existence for nearly 60 years, it was only in 2004 that UK planning systems adopted explicitly stated statutory objectives related to contributing to sustainable development. This has provided some clarity, but the very nature of the concept of SD gives rise to competing intellectual and ideological interpretations and sits uneasily with the rationales those participating in the planning process seeking to defend existing property rights.

Such debates provide a useful context, and interesting contrast, to current debates on the establishment of a system of Marine Spatial Planning for UK waters. In 2008 the UK Government published the Marine and Coastal Bill, which is currently making its way through the legislative process. The Bill introduces an innovative spatial planning regime for UK waters, drawing extensively on the experience and approaches developed in land use planning. The Bill is also clear in setting out the statutory purpose as being virtually identical to that of the current land use planning system, to contribute to sustainable development. The way this will be interpreted by government is yet to be elaborated, but initial research on stakeholder perspectives suggests that there are competing conceptions of what the higher goals of MSP should be. In particular there appears to be a strong feeling amongst some stakeholders that MSP should be defined in what it does for 'the sea'. This is at once a reflection of the unique regime of property rights that existing in marine areas and the symbolic and cultural framing of the significance of marine environments. This paper will explore this issue, drawing parallels with debates of the meaning of 'public interest' in the context of land use planning to provide insights into how we conceive of goals of the spatial planning, the way in which this is evaluated and the implications for stakeholder engagement.

### ***The 'Corona Verde' Strategic Plan: a common vision for protecting and enhancing the natural and cultural heritage***

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Track 14: Environmental planning and resource management

The extension of environmental and landscape policies to the entire territory (see, for example, the European Landscape Convention) requires a new approach, integrating the protection into the 'ordinary' territorial planning. The 'Corona Verde' [Green Crown] Strategic Plan, regarding the Turin (Italy) metropolitan area, face the following challenges:

- linking together the policies for nature, landscape and cultural heritage;
- going beyond the 'passive' protection system (based on bonds), stimulating projects and strategies for enhancing and restoring;
- creating a new and alternative vision of the Turin metropolitan area, based on the environmental quality and the quality of life.

Strategic Planning is seldom used in Italy. Turin has been the first town to adopt (in 2000) a Strategic Plan. Nevertheless, the plan concerns the urban strategies only.

The Corona Verde territory holds nine Protected Areas (including the Po river Park and five affluent), the idea of the green belt has been proposed by the Park Planning Service of the Piedmont Region.

The 'green crowd' is a net of ecological links and greenways, including all the open spaces a metropolitan region – enhancing multifunctional agriculture.

The Corona Verde project started in 2000, 13 million euro has been invested by the European Union and the Piedmont Region. Nowadays the first results can be analyzed. They demonstrate the importance of creating a vision, able to capture the aspirations of the public.

### ***Planning around Protected Areas: from theory to practices to prevent the loss of natural resources***

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Track 14: Environmental planning and resource management

Preserving natural resources even beyond Protected Areas is one of the main missions of our time and restoring natural connections between them is now widely pointed out as a key strategy to hamper biodiversity loss: as a matter of fact a lot of 'greenbelt projects' (from European to local level) are being carried out wide spread in Europe. From a spatial planner point of view, this means discovering and applying new planning approaches and operative tools, especially in those countries – like Italy – where Protected Areas and their spatial contexts are matter of separate policies and plans.

The aim of the paper is thus to show how Protected Areas' spatial planning can prevent natural resources' waste by enlarging its view beyond their boundaries.

The paper will introduce a set of good practices fixed on preventing biological loss, implemented by some Italian Protected Areas' management plans and particularly concerning methods to integrate nature's protection measures in their contexts' spatial plans, managed by other institutional subjects (regional, provincial and locals). In some cases this has meant preventing environmental problems before they had arisen, recognizing and preserving – in different ways- ecological corridors towards other biological reserves.

These measures regard mainly two 'levels': a strategic one –concerning new ways for institutional co-operation between Protected Areas' inner and outer subjects, of course (but not only) including participation- and an operative one – concerning town-planning techniques (such as quantitative or qualitative building indexes).

### ***River-basin structure planning for residential greenfield developments recaptures past neighborhood form***

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Track 14: Environmental planning and resource management

Several decades ago residential subdivision in New Zealand left ecologically vulnerable parts of the landscape, such as riparian bush areas along waterways, floodplains, or steep escarpments and ridgelines, in their natural state. These parts of the landscape were both difficult and expensive to develop, and land was less scarce and less expensive. During recent decades technological advancements made the development of these areas practical, and the financial returns on all developed land provided a motivation to developers to maximize the marketable portion of the land. Now, however, planning requirements to protect the integrity of ecosystems, both terrestrial and aquatic, has brought the approach full circle so that these vulnerable and ecologically valuable parts of the landscape are again, for a different reason, escaping development, and New Zealand residential neighborhoods are reflecting some of the character of past residential areas, well vegetated and with limitations on paving.

Furthermore, some New Zealand local authorities have come to understand the land-based causes of the decline in water quality, biological function and aesthetic appearance of receiving waters that were pristine several decades ago, and are highly valued by the community. It often takes extreme situations for this understanding to develop. Conventional approaches to urbanization involving mass earthworks, re-contouring of the land form, generation of

extensive impervious surfaces, loss of vegetation and over-efficient conveyance of stormwater and contaminants to water bodies, are now being recognized by such local authorities to be destructive to aquatic ecosystems tipping them beyond their ecological carrying capacity.

In as much as the above factors pertain to a river-basin context, this presents an opportunity for the application of a particular approach, namely river basin structure planning. One key ingredient in this approach is the clustering of buildings in the 'middle lands' of the river-basin, thus removed from environmentally sensitive areas such as steep erosion-prone escarpments, ridges, stream riparian corridors and wetlands. This facilitates the generation of additional open space enabling ecosystem protection or restoration, the optimization of landscape qualities and recreational opportunities.

This paper reports on New Zealand case studies of river-basin structure planning that show how a number of local authorities and developers have used this approach. These cases demonstrate how River-basin Structure Planning, taking into account holistic ecosystem processes, has the potential to avoid the degradation of natural systems that has resulted from the style of land-use planning and development that has dominated the past few decades. At the same time, the development of future residential forms will be influenced significantly.

### ***The potential for action-led learning strategies to embed sustainability values and practices in large organisations***

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Track 14: Environmental planning and resource management

Successful corporations have significant potential to contribute to sustainability, however, new mindsets, and new ways of working are required for movement towards sustainability (Midgley and Ochoa-Arias 2004). This leads to the questions: How can cultural change to sustainable practices best be encouraged? How might the global mandate of sustainability challenge individuals and organisations to account for their thinking and action in terms of sustainable consumption?

The key objective of this nine month research project, funded by the Sustainable Consumption Institute, is to identify effective training and communication methods to enable people to understand sustainability issues and take action. Action-led learning implies doing useful things in difficult or challenging situations, and learning from that process. A training pilot will be implemented and assessed with a sample of staff at operational and managerial level in Tesco, a major worldwide retail corporation.

This paper will develop analysis from in-depth interviews and focus groups with staff members across functional levels and divisions in Tesco, a review of existing practice and workshops with key stakeholders to develop the insights from these phases of the research into the training pilot.

The research draws on Lave and Wenger's (1991) definition of learning, considering learning in terms of an individual's changing patterns of participation in social practices. Efforts to embed behavioural change towards sustainability implies enhancing the learning capacity of stakeholders and staff, to encourage a critical, questioning mindset. This research explores the potential for combining training about sustainability with a reflexive learning approach, to enable local stakeholders to challenge existing assumptions and practices, and ultimately lead to changes in practice.

### ***The research on the environmental efficiency of urban land-use modification***

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The traditional method of reviewing the urban planning zoning has considered from the fairness side and applied through the mechanism of feedback in order to matching the principal of fairness for the land-use modification. Especially in the un-development region of urban planning, farmlands and protected areas can provide a lot of ecological service, for example protecting urban ecology, conserving landscape, controlling flood. While this kind of ecological efficiency land use are rezoned as residential and commercial area, the development activity will increase the impermeable stratum which will impact the environmental advantages of reserving water, decreasing CO<sub>2</sub>, and reducing temperature. However, the less consideration of the external environmental impact is the important issue of rezoning. Therefore, how to control of the profit of rezoning is the worthy topic.

About the evaluation of the environmental profit, the non-marketable price of the environmental economy has been considered in the past studies and has been processed by the prospective contingent valuation method. However, this kind of methods has been limited by the knowledge of environmental advantages from interviewers; it will also impact the result. Thus, the analyses of environmental impact have its importance of existence. This paper has proposed the methods from the viewpoints of reducing CO2 emission, reserving water, controlling flood, and lowering down urban heat island effect; the applications of the environmental advantage from each unit; the evaluations of the exact environmental advantages in the farmlands. The assessment of the environmental advantages in the un-development region of the urban planning has been evaluated in order to providing the reference of the future urban planning.

### ***Vienna's Waste Management System observed from a Southern Italian perspective***

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Track 14: Environmental planning and resource management

During the last few years, waste has come to be one of the most crucial problems in Southern Italy society: environmental, political and social at the same time.

The 'state of emergency' approach, typical of environmental questions and well fitted in the Italian attitude, reaches a paroxysmal level in the waste management field.

While local governments risk toppling off because of it, Italian urban planners have so far said very little about the issue.

As a matter of fact, besides Kevin Lynch and few other authors, seldom have the urban disciplines extended its boundaries to embrace the subject of waste. It has so far been considered an essentially technical matter, and therefore confined into sector planning.

A review of the literature about the topic of waste shows plenty of either engineering or law manuals, but very little within our disciplinary domain.

The rationale of this paper is that waste management has too many spatial implications to be left out of the disciplinary specifics.

As a fraction of a larger PhD research about the relation between land use and waste management, the paper will focus about a specific case, the City of Vienna's integrate waste management system.

The case will be examined through a reading lens provided by the Italian situation. Attention will be therefore given to a few specific points, that can eventually result useful to draw some kind of suggestions.

Waste is a global issue: no urban place, included Vienna, has come to definitively resolve it. Nor we believe that local and very complex situations can be addressed just looking at other local know-hows. Nevertheless the knowledge of relative best practice examples, relating to some very definite points of the question, may certainly prove a useful operation.

The paper analyzes and develops the following key points of the Viennese system:

- Relation of the waste management system with climate change measures (Vienna's Climate Protection Program)
- Integration between land use policies and sector plans (VAS and LCA processes)
- Geographical/administrative areas and actors (public and private agencies) of waste management
- Actual spatial organization of the waste management system (including transport and mobility related issues).
- Quantity and quality of waste disposal plants.
- Tools and policies for people involvement in allocation choices.

Finally, a particular relevance will be assigned to the 'time factor': a current challenge for the entire urban planning domain, representing an absolutely key aspect in the field of waste management planning.

### ***Sustainable spatial development of recreation and tourism system***

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Track 14: Environmental planning and resource management

The aim of this paper is to outline some existing conditions and problems of spatial organization the tourism sector in Latvia, to define the goals of a tourism system and to determine the strategy and tactics of tourism development with comprehensive enhancement of tourism and recreation industry, stressing national characteristics.

The long (500 km) seashore with sandy beaches, many lakes and rivers, large tracts of forest covering nearly half of

Latvia's territory and many historic city centers are rich resources for tourism and recreation development, in use since the 19th century. The role of tourism sector in Latvia's national economy is significant: the export of tourism-related services in 2007 reached 343 million LVL, or 18.1% of Latvia's total service exports<sup>1</sup>

The following basic principles of the tourism activities, which should determine an attitude toward the environment and structure relations inside the system, are suggested: 1/Sustainability; 2/Intensification; 3/ Hospitality; 4/ Mobility. The main problems are as following: Latvia lacks a systemic approach to the complex spatial planning of the recreation and tourism sector; the inadequate identification and assessment of Latvian nature and cultural heritage as resources for recreation and tourism; failure to make a common territorially functional zoning for all tourism related sectors.

Scientific aim of the study- to draw-up a spatial model and a sustainable development strategy for Latvia's recreation and tourism system (LARETS) in European context. The tourism and recreation has been defined as a priority sector that is competitive and able to ensure effective use of Latvia's recreational and tourism resources, improvement of population's living standards as well as increase of international demand for these resources.

The outcome of the study will enable the comprehensive and strategic supervision of the development of Latvia's tourism and recreational sector as well as clear definition of development perspectives and priorities. The subject of the study is topical since growing importance of recreation and tourism in Latvian economy during recent years as well as there is lack of scientific study of tourism and recreation industry, especially in aspects of its urban regionally spatial development.

Recreation, including active leisure, tourism and rehabilitation, as a process for reconstruction of human physical and mental strength forms the basis for the industry that masters and uses recreational resources, organizes natural and artificial environment as well as its spatial development by providing and enhancing the social and economical effects of recreation. Two key directions have been selected- the development of competitive and quality tourism products and services as well as making them recognizable. The development of domestic tourism is based on the construction and arrangement of guesthouses and significantly on the development of rural tourism.

This study examines the notion on the tourism and recreation system, including centers of tourism, health resorts and areas for leisure, as a functional system containing remedies and conditions of realization of recreation processes with the purpose of achieving the maximum of recreational effect. The basic principles are formulated, which determine connection with the environment and relations inside the system

The methods and principles presented in this paper could be the basis for planning tourism and recreation development in Latvia.

## ***Understanding households' vulnerability to go for pro-active environmental planning***

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Track 14: Environmental planning and resource management

Although the precautionary principle is accepted as a guiding principle in environmental politics its implementation remains difficult. This is mainly due to the fact that environmental stressors are complex and subjects of protection have different degrees of vulnerability. In consequence the same environmental situation could lead to different impacts. As the protection of subjects is the overall goal of environmental planning it is important to understand both the mode of operation of stressors and the vulnerability of subjects of protection.

In this paper I deal with people's vulnerability towards urban environmental stressors in Europe. Several studies for Europe proved that deprived people are more vulnerable as they live in neighbourhoods with relatively bad environmental quality and have a health status that is worse compared to better off people. These findings are covered in the concept of environmental justice which relates different environmental situations with groups of a society characterised by factors like income, race, gender or age. These are factors usually also used to describe peoples' vulnerability.

In order to understand peoples' vulnerability I apply the coping approach from behavioural science. Coping explains peoples' reaction towards certain stressors. The reaction of the people depends on the stressor and their coping capacity. The latter is again determined by factors like income, race and gender. As the coping approach is action-oriented it allows not only to describe a persons vulnerability. It allows much more the identification of their coping-strategies. A first survey provided an inventory of strategies that is now in a second survey used to identify corresponding types of households.

If types of households and their strategies are identified they could be integrated in a pro-active environmental planning that takes different types of vulnerable groups into a account and therefore meets concerns of the precautionary principle.

## ***The built environment and nature: a new future?***

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Track 14: Environmental planning and resource management

The enterprise of planning is concerned in some measure with the built environment to a degree. Agreement among stakeholders is obtained through a discursive legal process whereby statutory plans reflect determinations concerning the kinds of built environments that are acceptable in different locations.

Within NZ, these plans have become more 'environmental'. In an attempt to avoid the worst excesses of developmental impact on the wider environment (Perkins 2001, Van Roon, 2004), current statutory planning processes focus on creating a 'bright' future where the biosphere is not negatively affected by development through a consideration of methods aimed at avoiding or limiting negative effects arising from the function of the built environment.

Arguably through socio-economic, legal and technical 'structures' (Foucault, 1970) this stakeholder discourse 'produces' built environments. This discourse also frames how 'nature' – flora and fauna – is perceived. Critically, these discourses remain 'unseen' or invisible to a degree, by virtue of being 'spoken'.

Drawing on Deleuze's view of transcendental relationships (Deleuze, 2005) nature can be framed as part of a transcendental relationship with the built environment. A transcendental relationship is characterised by one party being, in some aspect, stronger than the other, thereby gaining privileged positions over the other party.

This relationship is mirrored visibly in our environment. Land, and nature, is managed, in order to provide a building platform for construction of the built environment. However, under a set of plans that focuses on limiting the negative effects of development thereby enhancing the environment, is this the promise of a more environmental future, or a continuation of the past?

This paper reports on research into three case study sites where large-scale development is creating villages or towns on greenfield sites. Statutory planning documents (with input from stakeholders) which guide the development, have been examined, alongside interviews with different stakeholders associated with the development.

Analysis of interviews and planning documents to date demonstrate a consistency with the theoretical model; nature is subsumed to the development imperative, continuing practices of the past.

## ***The impact of the 'Cradle to cradle' philosophy on sustainable area development in the Netherlands***

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Cradle to cradle is a philosophy on sustainability based on the idea that the concept of waste should be eliminated. Planning and design projects should anticipate full re-use and recycling of all materials. This implies a complete shift towards durable energy. In the Netherlands, 'Cradle to cradle' has inspired many politicians, business people, and government workers. At the same time, many professionals are sceptical. They have doubts about Cradle to Cradle. Is it really a groundbreaking philosophy or just hype? Is it a meaningful approach to integrated area development? Over the last two years the philosophy has been used as a guiding principle for area development in several places in the Netherlands. In this paper we analyse one of these cases in detail, taking into account a number of other projects in a more general way. The central case is the Greenport Venlo planning process in the southeastern part of The Netherlands. Here, 'Cradle to Cradle' has been used as the leading idea for the planning of a glasshouse and business park of 3000 ha. The case suggests that 'Cradle to Cradle' creates both enthusiasm and radical innovative design solutions. In the analysis we will examine how the 'Cradle to Cradle' concept energises people and to what extent this leads to visioning, sharing goals and crossing sector borders. This is a relevant question in the context of strategic planning. The second question is a more related to operational planning and concerns the role of the radical idea about closing material cycles in creating new innovative sector plans with sharp targets. The analysis aims at drawing lessons for integrated area development.

## ***Exploring the extent of tiering in Appropriate Assessment and Strategic Environmental Assessment in European practice. A comparative analysis between Italy and the UK***

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Track 14: Environmental planning and resource management

Within the European context, legally binding environmental assessment (EA) tools, such as Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) have been introduced to ensure that environmental, social and economic concerns are taken into account in policy planning for sustainability. Whilst AA aims to ensure that the integrity of Natura 2000 sites is respected, in terms of structure, function and conservation objectives; SEA aims to ensure that plans and programmes promote more environmentally sound and sustainable patterns of development. This paper aims to explore the relationship between SEA and AA procedures in two European countries, i.e. Italy and the UK, to establish the extent of integration and tiering occurring at both, a conceptual and practice level. In this context, SEA and AA practices are explored in terms of the:

- nature and underlying rationales for applying SEA and AA, whereby the first is concerned with a broad understanding of the environment (often) mediated by territorial development, the latter with an island understanding of the environment, with pockets of wilderness to preserve and from which anthropic activities should be precluded;
- institutional and legal context, particularly looking at requirements for SEA and AA practice, i.e. whether the two assessments are integrated and combined into one procedure or are applied separately;
- procedural aspects, particularly looking at the way in which different stages are conducted, the data and information sources are managed, and at the responsibilities and roles fulfilled by competent authorities, designated consultat or bodies and the wider range of stakeholders. In this context, the degree of engagement in participation processes will also be explored.

SEA and AA practice from Italy and the UK will be investigated through comparative case-study analyses, focusing particularly on spatial planning practices.

## ***Integrate Coastal Zone Management (ICZM) approach and the multi-level governance strategy of Sardinia (Italy): A framework to tackle environmental, social and economic issues.***

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Track 14: Environmental planning and resource management

An implicit goal of environmental research is to analyze and assess the impact of human activities on the environment in order to minimize its negative effects. Loss of natural habitats and biodiversity, public health problems and global climate change are among results of unsustainable resource management. These are the most important issues of integrated coastal zone management, where economic and social development often are in conflict with respect to environmental protection.

Humanity has always had a close relationship with the coast. Traditional uses of coastal areas include trade and conquest, migration and defense, sometimes with a focus on cultural and spiritual identity (Carter 1988). Nowadays, coastal zones are of crucial importance for coastal countries. A wide range of human activities take place in or close to coastal area (manufacture industry, tourism, fishing, aquaculture, etc.). Since these activities may often develop together, conflicts may arise from overcrowding of the coastal areas.

Integrated Coastal Zone Management (ICZM) has recently become a very important set of approaches and tools for a sustainable development of coastal areas. To facilitate ICZM, two sets of issues must be addressed: i. formal and institutional arrangements, administrative and management framework which ensures horizontal and vertical integration, laws and rules which define and enforce this framework; financial grants; ii. methods, tools and techniques to provide the managers the necessary information make decisions.

Four phases make up an ICZM program; problem recognition planning (among which data collection, policy development and decision making), implementation (among which plan execution, operation and maintenance and monitoring) and evaluation (assessment and outlook). These stages make up a cyclic and iterative path, rather than a linear procedure.

ICZM uses the informed participation and cooperation of all the involved stakeholders to assess the societal goals in

a given coastal area, and to take actions in order to meet these objectives. 'Integrated' in ICZM refers to the integration of objectives and also to the integration of many instruments needed to meet these objectives. Integration implies that all the relevant policy areas, sectors, and levels of administration have to be taken into account. Moreover, it implies the terrestrial and marine components of the target territory have to be analyzed, in both, time and space. This integration will be possible if there is a good institutional governance with different levels working together to achieve common goals. Institutions are fundamental to adopt international principles about ICZM and decisions to tackle environmental degradation at a multilevel scale. However, often there is a lack of institutional cooperation, which makes it necessary the definition and implementation of new institutional processes and new operational models for sustainable development to take place at the local level.

This paper analyzes the current application of ICZM program in the Sardinian Region, where coastal planning is based on the Regional Landscape Plan (RLP). This Plan defines the relationship between application ICZM and the multilevel institutional processes, critical issues and opportunities for change. Specifically, it proposes a new governance model based on a systemic approach to coastal planning. The RLP aims at developing cooperation between institutions, balancing competences and goals, implementation tools and objectives. Our approach in this paper is based on reengineering methodologies referred to ICZM applied to coastal planning in Sardinia.

### ***Changing valuations of urban river resources: a historical ecosystems services perspective on decision-making for the river Don***

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Track 14: Environmental planning and resource management

A plethora of assessment tools have been developed in recent years which aim to enhance decision-making for social, environmental and economic objectives. However, achieving 'sustainability' involves trade-offs between benefits to different stakeholders and is thus an inherently political process. This paper starts from the premise that the development – and use - of decision support mechanisms are underpinned by social values and assumptions which are rarely made explicit.

Ecosystems services approaches - which attempt to measure benefits delivered by ecosystems - are increasingly being used as a framework for habitat restoration, management and development, making it particularly important that we develop a better understanding of how society's perception of the quality and value of natural environmental features affects the way we treat them.

This paper will examine past and present environmental planning processes relating to Sheffield's River Don from an ecosystems services perspective. The Don, the 'river which came back from the dead', had become one of the most polluted stretches of water in Europe by the mid-20th century and has been the subject of extensive environmental restoration efforts during the past few decades. Its fate has been tied to the changing industrial fortunes and socioeconomic priorities of the city: its 'services' have moved from food and water supply through water power, transport, waste disposal, industrial cooling and it is now valued for cultural services such as recreation and heritage-led regeneration. Yet the 2007 floods, for example, raised new concerns about the balance between flood protection and riverside regeneration and the current property market crisis may lead to revised planning outcomes.

By applying a retrospective ecosystems services analysis to examples of environmental decision-making processes this paper attempts to make explicit the values held, by whom, about what the river has or may deliver to the city. It posits that understanding the complex interplay between socioeconomic and environmental decision-making and unpicking the value judgements implicit in past decisions about the river may help inform the development of future options for this and other river corridors, and the ways those options are appraised.

## Track 15 – Planning History

### Track Chairs:

Michael Hebbert  
*University of Manchester*

Dirk Schubert  
*HafenCity Universität Hamburg*

The 2009 Congress takes us into a period of momentous centenaries commemorating the emergence of modern town planning and its still-recognisable networks of policies, regulatory practices, professions, schools and journals. Our track invites papers on all aspects of the century-long history of modern town planning, but especially in relation to the following six themes:

Looking backward Leonardo Benevolo revisited. The genesis of modern town planning and its linkages with nineteenth century state-formation, utopianism, utilitarianism, and the developing paradigm of the 'European City', its visions and realities.

Institutional histories Narratives of significant practitioners and consultancies, of births and deaths of planning agencies, the rise and fall of organigrams and acronyms, and the great untold story of the planning activities of municipalities in the modern era as well as (local, regional, national, global) professional institutions dealing with important planning topics.

The planning profession Architecture, engineering, surveying, urbanism. Europe's varying trajectories of planning formation. How planning theory has or hasn't provided common ground, complementary or competing with other disciplines within the field - sociology, economics, ecology, real estate development etc.

Town planning in war and peace Conflict, reconstruction, Cold War, European Integration, trends of unifying, convergence or divergence, comparative studies

The compact city Trends of decentralisation (like the Garden City movement) and urban sprawl versus the renaissance of the city in the last century and in the future

Looking forward The role of historical learning in planning theory. Relevance of historical precedents in an age of globalisation and climate crisis. Learning from the past for the future: or why the future can't be like the past.

### ***Orderly Beautiful and Clean City Space: An Archival Excavation of the Manchester City Plan 1945 and its Legacy***

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Track 15: Planning history

The century of British planning since 1909 has a remarkable mid point: the city reconstruction plans of the 1940s. During a visit to Manchester on the 20 July 1945 to open the Manchester City Plan public exhibition, Mr William Shephard Morrison, Minister of Town and Country Planning declared the Plan, 'a stupendous feat'. However, the Plan although widely acclaimed was also criticised at the time (e.g. Oliver 1948). More recently, Luckin (2002) presented a short unpublished conference paper focused on the 'neighbourhood unit' aspects of the CMP. Kitchen (1996 and 1997) and Hylton (2003) provide brief analyses of the CMP. Other researchers concentrate on other post World War Two British city reconstruction plans (Hubbard et al 2003 and Essex and Brayshaw 2005 and 2007).

The proposed paper will present a rigorous analysis of the City of Manchester Plan 1945 (CMP). In particular the paper will draw attention to: 1) the contemporary planning discourse which informed the Plan; 2) the Plan's treatment of the city's history and heritage; 3) the Plan's use of visual material; 4) contemporary reactions to the Plan; 5) the Plan's legacy. The paper is the first comprehensive research centred on the CMP. The research adopts an approach based on archival data sources (May 2001, Scott 2006 and Rosenberg 2007): qualitative interpretive analysis (Tonkiss 2004) is used to analyse both the textual and visual data (Knowles and Sweetman 2004). The paper argues firstly that the CMP needs to be understood in the context of the city problematisation and planning discourse that became established towards the end of the 19th century (Dehaene 2004), that can be characterised crudely as 'anti-urban' (Taylor 1998). Secondly, that the Plan's visual 'representations of space' need to be taken more seriously than has so far been the case and that some of the colour images in the Plan blur the distinction established by Henri Lefebvre (1991) between rational, quasi-scientific official representations of space (e.g. local authority planning documents) and poetic, imaginative 'spaces of representation' (Fyfe 1996 and Goonewardena et al 2008).

The paper closes with the argument that the CMP informed the city's statutory 1961 Development Plan which had profound consequences until the 1980s not only for 'slum' clearance (Shapely et al 2004) and transport policy (Kitchen 1997) but for specific parts of the city. The paper argues that the Castlefield area of the city centre suffered until the 1980s (Degen 2003) from the powerful policies of land use segregation and city centre industrial dispersal that

gripped the political and professional planning imagination until the 'inner city' problem was discovered (Gibson and Langstaff 1982) and physical measures for urban regeneration implemented on a large scale in the 1980s (Imrie and Thomas 1999 and Roberts and Sykes 2000) that continue in the 2000s (Cochrane 2007 and Jones and Evans 2008). The eventual result for Castlefield was its reimagining as a cultural quarter (Montgomery 2003, Bell and Jayne 2004 and Keith 2005) of post industrial heritage city space (Hewison 1985, Graham 2002, Strange and Whitney 2003 and Graham and Howard 2008) and leisure consumption (Schofield 2001, Degen 2003, Manchester City Council 2004 and Leary 2006).

### ***The Application of Garden City Concept in Belgrade in the period between two World Wars***

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Track 15: Planning history

The subject of this research is analysis of the application of the Garden City Concept in Belgrade in the third and fourth decade of the 20th century.

The concept of the 'Garden City' can be traced back to 1898 and it's inclusion in the book, *To-Morrow: a Peaceful Path to a Real Reform* – by Ebenezer Howard (1850-1928). From this first appearance of the idea, to its eventual realisation, the Garden City Concept has transformed from a social, to urban movement. Regarded as a consequence of the Industrial Revolution it was seen as a solution to the framework of this research examines the physical realisation of this concept in Great Britain and Europe, and its relationship to specific regional characteristics.

The narrower referential framework of this work focuses on investigating urban growth and development of Belgrade in the first decades of XX century, with special attention dedicated to urban discourse of the period and to relevant town plans and documentation created in economical, political and cultural context of the time.

There are settlements/colonies in Belgrade that were created, in the period between the World Wars, as a direct consequence of the implementation of the Garden City Concept. One of the basic thesis of this work, considers the modes of their genesis and construction, especially Professors Dwelling Quarters, and seeks to distinguish specific applications of the Garden City Concept in relation to Belgrade's specific social conditions. This research is then used to establish both the differences and similarities between the 'Garden City' process in Belgrade and that experience in urban developments in the rest of Europe during the same period.

### ***Conflicting partnerships***

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Track 15: Planning history

Currently, there is much talk about the Nordic socio-economic model, which Norway is a part of. The Norwegian implementation of regional partnerships in planning therefore holds certain specific challenges interconnected between an interventionist and a regulatory approach to planning and development.

In Norway, the use of regional partnerships in regional planning and development, which stems mainly from the EU's concept of regional partnership, is a new phenomenon. Regional partnerships are the government's preferred policy for regional development. This chapter highlights how the contextual terms 'governance' and 'partnership' are understood in the Norwegian model of public planning and regulations-management. It presents why and how partnership agreements and contracts are implemented in local and regional planning and development. The empirical data presented is from a case study of the counties of Hedmark, Oppland, and Østfold. Findings show that, regional partnerships create agreement-based governance, where the regional partnerships represent the aim to regulate the activity of loosely coupled, multi-actor systems. The findings also show how different local and regional governments interpret regional partnerships into different regulatory regimes. These interpreted regional partnerships differ significantly from the EU-concept with respect to, for example, public-public partnerships. Since these contract-based regulatory regimes are implemented into an interventionist framework, namely the Planning and Building Law, tensions emerge within the planning and management system in Norway. Agreements and contracts on regional development planning which includes issues of regional development substitute traditional public and interventionist measures, with roots in economic Keynesianism and Weberian bureaucratic thinking. The analysis of agreements and contracts as regulatory mechanisms at the regional level shows, furthermore, that agreements and contracts also move the locus of direction from a traditional democratic model to an 'output model' which bases legitimacy on the partnership's capability to produce results and to establish legality. This overshadows representative democratic legitimacy.

## ***The Swan Song of Patrick Geddes: Learning from the Plan for Tel Aviv (1925)***

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Track 15: Planning history

In 1925 Geddes prepared his final and eventually his most influential urban plan, for the city of Tel Aviv. The plan which was accompanied by a thorough report is celebrated until today, by Israeli planners and geographers, as a successful adaptation of the Garden Cities paradigm into local geographic and climatic, as well as social and cultural, circumstances. Tel Aviv's urban success as a pedestrian city of a unique communal identity is attributed to Geddes' creation of a balanced relationship between city and country, private and public, and East and West.

It is this plan which set the positive image of Geddes' in Israeli planning and Zionist history, allowing the ongoing celebration of the planning excellence of the first Jewish city in Palestine. This is in fact a conception which reflects the overall image of Geddes as an exceptional planner who sensitively served the local, traditional community, studying its history and tracing its social, political, economic and overall cultural entity.

It is my intention in this paper, however, to claim that the Tel Aviv plan, as the many plans which preceded it, was based upon Geddes' personal planning paradigm which evolved since his early days as a planner in Edinburgh and which reflected most of all, his foreign Western, imperial world view.

The paper is based on a pioneering reading of the life and work of Patrick Geddes and of the way it has been interpreted until today. As the outcomes of the research show, the later writings slowly lost touch with Geddes' own ideas. Popular terms associated with Geddes such as Survey, Regionalism, and Participation in Planning have thus received varying and sometimes even competing interpretations, reflecting more than anything the way that Geddes' image has been created along the years and later employed and reinforced for periodical professional needs.

The study further provides a meticulous examination of Geddes' urban theory, finally analyzing its reflection in Geddes' known yet hardly studied work in India and the Levant. Using examples from the planning report for Tel Aviv, the present paper will provide a short glimpse into one local manifestation of Geddes' urban theory by examining its reflection in Geddes' much celebrated work in Palestine.

## ***Facing the Unsuccessful Story of Neo-liberalism; Lessons from Planning Society and Welfare State of Former Yugoslavia between 1957 and 1990***

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Track 15: Planning history

Former Socialist Federal Republic of Yugoslavia with its self management based society was not a typical communist country. The socialism performed in the 'Old Lady' was basically more similar to the golden ages of welfare state in Sweden and other Scandinavian countries than to the rigid socialism performed in communist countries of the Warsaw block. It came as a result of its unique global position. Not being behind the Iron Curtain allowed Yugoslavia to use the best of the both worlds, including the field of planning. On one hand, there was the heritage of the planning society as a political doctrine from the Soviet Union (famous GOSSPLAN, planning commissions at the regional and local level etc.) especially during the aftermath of the Second World War, i.e. period of the renewal that all Europe was going through, in many ways thanks to the Marshall Plan. What primary started as a social and economic planning it became spatial as well in 1957 after the Experts Meeting held in a small town of Arandjelovac in Serbia organized by the Association of Town Planning Societies of Yugoslavia. On the other hand, after 1960's when the influence from Soviet Union was marginalized, Yugoslavia was opening towards the Western experts and planning firms. Together with UN experts who were helping to recover the areas heavily hit by numerous earthquakes, they joined Yugoslav colleagues in making modern spatial plans. It was a winning combination – most of the largest infrastructure, tourist, energetic enterprises and objects which are still the backbone of the economic development of countries that succeeded Former Yugoslavia were planned and built in this period. Alas, all was gone with the winds of civil war and disintegration of the country in 1990.

The paper is focusing not only on chronology, but the prevailing concepts and praxis of spatial planning in Former Yugoslavia in the ambient which was more friendly and less severe not only towards planning itself but also towards the unfortunate areas and citizens contrasting the one given by neo-liberalism. It was the Marxist approach to planning both in vivo and in vitro (from theory to practice and back), of course regarding the specific Yugoslavian context. Facing the failure of its successor, so called planning in transition, it is now being qualified as a quite successful experiment.

## ***The wisdom of 'Saint Patrick': Patrick Abercrombie's 1948 Australian Tour***

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Track 15: Planning history

Patrick Abercrombie was one of the most influential planners of the 20th century in the United Kingdom and internationally. His influence peaked with the publication of his 'Greater London Plan 1944'. The British approach to town and country planning was widely promoted and emulated, and Abercrombie himself played an active role abroad. The content and impact of his international activities provide insights into the core values of British town and country planning of the early post war period and their transferability to other countries. This paper examines a little documented tour by Abercrombie around Australia in 1948. It seeks to understand, in the context of the times, the ideas which Abercrombie promoted, his views on Australian cities, contemporary reactions to his presentations, and the wider impact of his tour on the development of Australian planning.

## ***'Queen Jane' and changing paradigms in urban planning***

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Track 15: Planning history

The publication of Jane Jacobs' book 'Death and life of Great American Cities' in 1961 sparked off a change of thinking in urban planning, not only in the USA, but before long also in Europe. The omnipotence of planners, the traffic dominated plans and redevelopment proposals ('bulldozer approach') set off a wave of criticism. The book was written in the context of demolition and traffic proposals in New York – in Greenwich Village – and the top-down planning of the 'power broker' Robert Moses, and soon triggered a worldwide reversal of the approach to planning. Not a conceited planner, but – Ebenezer Howard springs to mind – a journalist caused the paradigm shift. Based on her observations in the Village, Jane Jacobs' analysis was spot on, written also for laypeople and polemically argued. Her alternatives negated the politico-economical context of slum clearance. She turned against Burnham's vision to 'make big plans' and considered the citizens themselves to be the experts for their living environment.

Due to her incorruptibility and sharp critique Jane Jacobs was soon raised to cult status, her book became the bible and she herself 'Saint Jane'. After her move to Toronto she managed to stop the construction of an urban highway there too. In later publications Jane Jacobs addressed questions of urban economics and urban theory. She always opposed 'experts' and disciplinary boundaries and sought to develop a holistic approach. Soon a different understanding of planning became accepted. Building conservation, preservation and citizens' involvement replaced demolition and redevelopment, and was recognised as a model for 'cautious, citizen-oriented' (Berlin) or 'gentle' urban renewal.

The lecture will first describe the biographical background and the formative context of Jane Jacobs' criticism and vision before addressing the reception in Europe, mainly Germany and the consequences for urban renewal and housing supply policy.

## ***Street Canyons and Canyon Streets: the strangely separate histories of urban climatology and urban design***

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Track 15: Planning history

In this joint-authored paper a planning historian and a climate historian examine the strangely separate histories of urban climatology and urban design.

First we trace the close connection between climate study and urban design within the Modern Movement. As Leonardo Benevolo and Francoise Choay have demonstrated, modernist urbanism was in some senses a culmination of 19C hygienist efforts to design living environments around the principles of access to oxygen and sunlight. In postwar years the World Health Organisation endorsed the orthodoxy of open-plan layout, optimised for climate according to the techniques developed by Ernst Egli (1951), Victor and Aladar Olgyay (1963), among others.

In the closing decades of the 20C urban climatology turned from consideration of optimised or 'utopian'

environments to empirical study and modelling of actual urban microclimates, and most particularly the complex properties of 'street canyons' (Givoni 1998). Street canyon research has addressed airflow and thermal properties, refraction and heat stress, pollutants and driven snow, as well as the microclimatic effects of street trees (e.g. Terjung and Louis 1973, Oke 1976, Nakamura and Oke 1988).

In exactly the same period postmodern urban design began the great process of rehabilitating pedestrian-based urbanism. The designers' prime object was the canyon street.

Despite their commonality of interest climatologists and designers have operated as distinct knowledge communities, one taking the city as a given, the other climate. Despite attempts at bridgebuilding on the part of the WMO, WHO and IHTP, the only significant knowledge transfer appears to have been in some German and Japanese cities, notably Stuttgart and Yokohama, where climate maps and models have an established role in the urban design, master planning and regulatory processes.

Our paper introduces the topic, examines the few examples of good practice, and considers implications of these precedents for an era when all cities are learning to become climate-aware.

## ***The Idea of Docklands***

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Track 15: Planning history

Despite the winding up of the London Docklands Development Corporation in 1998, the project that it unleashed continues to resonate in both planning and popular imaginations. Arguably, Docklands is still seen as the leading international example of neo-liberal urban regeneration, however, despite this there has been little recent academic focus on whether and how the ideas and practices signified by the label 'Docklands' continue to influence current policy and practice.

This paper will explore the history and resonances of this project through exploring a number of inter-linked themes. While the institutional history of the London Docklands Development Corporation is an important starting point, equally significant is the 'idea' of Docklands and the approach to regeneration which underpinned it. Docklands was promoted as the showpiece of Thatcherite market-led urbanism as a way, in Heseltine's words, of 'lifting the dead hand of Socialism'. It was imagined as a place where the full might of a state power that was deaf to local demands was deployed to privilege the market. This was powerfully reinforced by its connection with several key contestations and transformations of the Thatcher era such as anti-trades unionism and an antipathy to (Labour) local government, the rise of financial services, the emergence of 'yuppie' culture and the intensification of global economic and cultural forces at the expense of locality.

In many ways this imagined place was an overdrawn version of reality, especially as the Docklands project continued and the reality on the ground often contradicted the ideology. It was also a contested vision, with alternative 'ideas' for the area being put forward in opposition. Over time the vision of neo-liberal urbanism became more polite and civilised, more willing to hear voices that were not entirely in accord and integrate with scenes from local life. This was accompanied by the LDDC recreating its image in a series of monographs published as it closed its doors.

The paper will consider how this lasting 'idea' (or ideas) arose, how it was embedded institutionally, how it was promoted and contested and how it evolved over time. Additionally, the paper will suggest how this 'idea' has been diffused over time within national and international planning thought and practice, through the spread of narratives, strategies, people and practices. Bearing in mind the contested nature of the vision for Docklands, this is not to imply that Docklands can be understood as an unproblematic model of 'good practice' admired and emulated over time and space. Indeed the idea of 'doing a Docklands' was seen as anathema in some policy circles. Instead the interaction between the dynamics of this 'idea' and what, was diffused, how and when will be examined.

Largely focusing on the national scenario, the paper will draw on preliminary research including interviews and the examination of documentary sources to begin to characterise and understand this lasting influence of the Dockland's 'idea'. It will explore the continuing regeneration of Docklands and East London/Thames Gateway and compare historical and contemporary narratives and practices. It will consider how the legacy of Docklands has been reflected in policy discourses and practices at the local and national levels and in the media. It will also draw on the experience of key actors, some of whom have been involved since the days of the LDDC, to explore their particular 'idea' of Docklands, any influence they may have had on diffusion and their reflections on the legacy of 'Docklands'.

## ***The Politics of Adopting the Oregon statewide land use planning goals, 1974-1976***

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Track 15: Planning history

This paper is part of a larger project about the early history of the Oregon statewide land use planning program. Adopting a set of statewide planning goals was the major task assigned to a new state agency created by a landmark law enacted in 1973. The paper analyzes the politics of the goal adoption process in the context of the establishment of the new state agency. A first set of 14 goals was adopted in 1974, and another 5 during the next two years. Conflicts between the new state agency and local governments, and between environmental and citizen activists, on the one hand, and local governments and their industry allies on the other, figure prominently during the process. The 1973 law mandated that all local governments in the state, and the land-use-related programs of all state agencies, had to be evaluated for compliance with the goals adopted by the new state land use agency. The review and acknowledgment authority assigned to the state land use agency focused the attention of local governments, environmental and citizen activists, and industry groups on the details of the goal writing and adoption process. The paper tracks the evolution of goal-related conflicts using archival records and interviews with participants. Oregon was the first state in the United States to formally adopt land use planning goals, and to give them the status of law. The paper will set the approach taken in Oregon in a comparative context.

## ***The Value of Knowing Our History – Liverpool’s Department of Civic Design as a Case Study***

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Track 15: Planning history

This research draws on biographies, archives, oral histories, and other sources to trace the historically significant development of the Department of Civic Design over its first 100 years. Not just the first university department for town planning in the world, the Department of Civic Design at the University of Liverpool played an integral role in the development of town planning in the UK, influenced the development of many town plans overseas, infused new ideas into the planning discourse for decades through its Town Planning Review journal, and prepared the way for post-war planning in the UK. For these reasons, and insofar as historical research invites learning from the past and reflecting on the future, the Department’s history should be of interest to planners, architects, historians, and anyone as yet unaware of the Department’s significance and influence. Specific efforts will be made to present key personages (i.e. Lever, Reilly, Abercrombie, Holford, Stephenson) and compare and contrast the Department (including its Town Planning Review and relationship with RTPI) and its context (i.e. Liverpool and the wider university) in the years 1909, 1959, and 2009.

## ***Is plan-making today any more spatial than it was in the past?***

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Track 15: Planning history

In Britain and elsewhere the last ten years have seen ‘spatial planning’ become firmly embedded in the planning system. Much has been claimed for this new approach, not least that it offers the opportunity to produce plans that are more overtly ‘spatial’. In this paper the notion of spatial planning is examined in some detail. What makes spatial planning different from traditional approaches to planning? The paper proceeds to develop a vocabulary of spatial planning concepts that one might expect to be used as part of the plan-making process: in analysing the context within which the plan is being developed; in framing policy instruments; and in describing the outcomes of policy. These concepts are then used to analyse three strategic plans prepared at different points in time for the Liverpool City Region; the 1944 Longstreth Thompson Outline Plan for Merseyside, the 1965 Interim Planning Policy Statement for Liverpool, and the 2008 Draft Core Strategy for Liverpool which forms part of the city’s Local Development Framework. To what extent is this vocabulary of spatial concepts applied in these plans and what evidence is there that the most recent plan is any more spatial than its earlier counterparts? The paper ends by considering how the current generation of plans could be made more spatial and suggests some of the benefits that might flow from a genuinely spatial approach.

## ***Old fashioned planning approaches to solve contemporary urban problems? The topicality of the 'European City' as a method for urban planning in the age of globalisation***

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Track 15: Planning history

To achieve or to maintain the 'European City' is an objective of many contemporary urban development plans throughout Europe. But the widespread use of the term has not yet led to a clear definition what exactly is meant to be the 'European City'. Often certain aspects of the built environment like density, a special kind of architecture or the mix of uses are seen as typical elements.

Within this paper, I define the European City not as a special type of built structures but as a planning method. Based on the works of Max Weber, who described the uniqueness of the medieval European local society and the newer approaches of the Neo-Weberianists Arnaldo Bagnasco and Patrick Le Galès a method of urban planning in the European City is developed. I argue that aspects like the strong role of planning to counterbalance market developments, the importance of public participation and the far-reaching autonomy of the local level can be seen as elements of this method and that they stand in the tradition of the 'European City'.

Recent trends like globalisation, demographic changes and the growing importance of governance arrangements seem to oppose this planning method. It is the aim of my paper to demonstrate that the old fashioned idea of the European city is still helpful to solve contemporary urban problems and can be seen as a useful planning method also in the age of globalisation. Examples from German and Polish cities are used to sustain this view.

## ***Learning From the Past: Jaqueline Tyrwhitt and Mid-Century Discourse on Holistic Community Design***

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Track 15: Planning history

This paper is about Jaqueline Tyrwhitt's contribution to mid-century discourse on holistic community design, and her efforts to foster collaboration to improve the human environment at every 'scale-level' from the local to the global community. The paper takes off from Michael Hebbert's claim that Jaqueline Tyrwhitt's contributions to the *Town and Country Planning Textbook* (1950)—the first comprehensive textbook of its sort in Britain, which Tyrwhitt compiled from materials produced for the town planning correspondence course she ran during the war years under the auspices of the Association for Planning and Regional Reconstruction (APRR) — best captured 'the bracing sense of what could be achieved by a scientific regional planning which tackled land use and social and economic problems ... holistically as elements of a single community design' [1]. Hebbert wrote about why this new approach to planning wasn't sustained in Britain. This paper examines how Tyrwhitt continued to develop the approach, with an emphasis on 'creative group work,' after she left Britain following the 8th conference of the Congrès International d'Architecture Moderne (CIAM), and embarked on her academic career in North America [2]. The paper focuses on the period 1951 – 1955, when Tyrwhitt's thinking greatly expanded due to her experience at the University of Toronto, where she set the foundation for a new course in planning, and participated in a multi-disciplinary seminar on Culture and Communications along with English scholar Marshall McLuhan, an anthropologist, a political economist, and a psychologist. The Communications Seminar was funded by the Ford Foundation as part of a series of grants to scholars in the behavioral sciences. Tyrwhitt was the sole town planner in this group, and brought along a direct connection to the art historian and CIAM secretary general Siegfried Giedion, whose writings on 'anonymous history' had inspired McLuhan and exerted a strong influence on the seminar. Tyrwhitt's contributions to the seminar were also significantly influenced by her experience as Project Director for the United Nations Technical Assistance Administration (UNTA) advising the Government of India in connection with an International Exhibition on Low-Cost Housing for South East Asia in 1954, the first of its kind in the world. She also organized a concurrent Regional Seminar on Housing and Community Improvement. This paper, which is part of an intellectual biography of Tyrwhitt, considers the development of Tyrwhitt's thinking about: education for planners, methods for cross-disciplinary and cross-cultural collaboration, and the need to develop a scientific basis for the applied field of urban/environmental design. Tyrwhitt's experience in India focused her attention on the intensity of the housing crisis in Asia, and the importance of addressing the special needs and economic conditions of many less developed nations. The Communications Seminar stimulated her thinking about the visual language of the new media and the spatial and visual aspects of human behavior, as they related to perception of the environment. Tyrwhitt's ideas will find both practical application and worldwide influence when she joins the faculty of Harvard in the fall of 1955, where she will help establish the new field of urban design. She will also continue to consult with the UN, and begin to collaborate with Constantinos Doxiadis. The paper is based on archival research, including access to a private collection of Tyrwhitt's diaries and correspondence not previously available to scholars, and will contribute to literature

about this critical era in the history of planning thought.

[1.] Michael Hobbart. 1983. 'The daring experiment: social scientists and land-use planning in 1940s Britain.' *Environment and Planning B: Planning and Design*, Vol. 10, pages 3-17. Citation is from page 7.

[2.] This paper builds on my previous work and forms part of a larger project, an intellectual biography of Tyrwhitt. See: Ellen Shoshkes. 2006. 'Jaqueline Tyrwhitt: a founding mother of urban design' *Planning Perspectives*, Vol. 21, April, pages 179 – 197.

### ***Looking Backward: The Genesis of Modern Town Planning in Uganda and its Linkages with the Formation of Kampala City***

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Track 15: Planning history

The roots of modern town planning in Uganda can be traced to the 1890s when the European footprint in the country grew increasingly visible – a period that defined Uganda's spatial and urban development pattern, alongside the traditional human settlements concentrations that existed around kings' palaces.

With the building of the Kenya-Uganda Railway, residential, economic and administrative centres were established and Kampala came to represent the principal 'node' of colonial administration from which the surrounding regions in the country could be placed under the colonial gaze. Town planning thus became a tool for the manipulation of space as a means of fostering hegemony; providing colonial administrators and early European settlers with an acceptable living environment. As decolonization occurred, and with the advent of political independence, different planning ideas emerged and planning was viewed as a tool that guided the progressive development of the city, modeled on the basis of function and land use categorization.

For a long time scholars and historians of planning have largely neglected this important aspect in the assessment of town planning and city formation. Through a descriptive and exploratory approach, and by review and deduction of archival and documentary resources, the following question is illustrative and makes up the focus of this paper: What link exists between modern town planning ideas and the formation of Kampala City of today?

### ***A Review of Planning History in Thailand from 1782 – 2008: Changing Planning Paradigms and Balanced Development***

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Track 15: Planning history

The aim of this paper is to analyse the impacts of planning precedents on the recent planning paradigm shift in Thailand. Explicit and implicit objectives of development plans and their implementation are described. The history of planning is classified into four periods according to different planning paradigms. The main factors that influence outcomes in each period are analysed. They are governance structures, measures to support plan implementation, consequences of development in the previous period, and external factors potentially affecting the development, such as the global and local economic and political situation.

The analysis shows that although the concept of balanced development in terms of decentralisation has been presented in the national development plans since 1982, the transformation of governance structures necessary to support the new development concept only began in 1997. Spatial development plans at the local level continue to be prepared by the national planning agency because of the lack of planning know-how in local authorities. Looking at the changes regarding spatial development, the continuing primacy of Bangkok is evidence that the goal of balanced development has not been accomplished, particularly in terms of redistribution of resources throughout the country and expanding benefits to the whole society.

Inherited hierarchical socio-political systems and attitudes towards planning embedded in the Thai model of society are significant factors which lead to conflicts in the planning and development process. This shows in the recent implementation of policy for decentralisation, public participation, and a bottom-up planning process. Another example is while the country has adopted a free-market oriented economy, spatial planning continues to depend mainly on controlling mechanisms rather than market mechanisms. These inheritances create inertia in the adaptation process to respond to the changing planning paradigm. Progress towards a more balanced distribution of growth and opportunity in Thailand requires a more substantial or appropriate catalyst.

## ***Public Markets, Commercial Urban Planning and Recent European Directives***

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Track 15: Planning history

Commerce has always been a fundamental element for the organization of the compact city. From the nineteenth century the system of public markets, linked also with the symbolic values of urban centrality, acquired very considerable importance and was considered one of the basic infrastructure networks of metropolis in the urban planning policy and in the actual construction of many of the great European cities.

Despite this, liberal policies, new modes of transportation, delivery and selling, along with suburban growth and the relative commercial 'sprawl', arising first in the cities in northern Europe and in the United States, undermined the development and conservation of this traditional public element, associated intimately with the compact city. The cases of Los Angeles and Barcelona, cities that epitomise urban sprawl and the compact city, respectively, reflect two completely divergent trajectories, in the public planning control and in the logical economic influence of markets in the construction of the city.

In some southern and eastern European cities, markets are still fully functional landmarks. In Barcelona, for example, they have proven their considerable urban potential. In the 1980s, the extensive network of neighbourhood markets were seen as very effective focal points for restructuring a retail sector that was in crisis. Since then, municipal intervention in the reorganization of the city's markets and their immediate surroundings has formed part of an urban planning vision integrated into the defence of the neighbourhood structure, of close contact and, definitely, of the compact city. Barcelona has a clear policy of limiting oligopolies, and large commercial areas are seen as a threat to the equilibrium that allows for the coexistence of the traditional city and a high population density which helps to support public spending for the construction and administration of public markets, but also to enjoy the derived benefits of this policy.

After more than twenty years of municipal action defined within so-called commercial urban planning, recent European Directives (the Bolkenstein Directive, 2004 and the Treaty of Lisbon, 2006) suppose a clear menace to this policy, specifically in a moment in which this type of orientation, very clearly liberalistic and deregulatory, is entering stridently in crisis and in a moment in which, more than ever, commercial urban planning coincides with the urban policies of the city itself.

## ***Planning the modern or the contemporary city?***

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Track 15: Planning history

The idea of this paper starts from a previous study that I have done about the relation between the Megaevents and the necessity of the hosting cities of creating and selling an international image of their selves. I do think that this phenomenon is exemplary of the condition of non-definition and blackout of consciousness of what it's a city. Where started the need of the cities to redefine and tell about themselves? Is there a time when the city has changed so much shape or function that not only it has become difficult to understand, but even to describe it, telling it, not to mention to design or to planning it?

At a conference on the future of the city, held in Cortona in 1998, some of the most famous Italian city planners have tried to draw a line between the modern and the contemporary city. The operation proposed on that occasion embodies the difficulty with which I intend to compare.

A modern city is something that we can somehow define and talk about having the perception that we precisely know the object of our speech. This conviction is possible because we can not only describe the main events that concern it, but we can also try to tie this sequences of phenomena into a continuous positive process, recognizing strong values such as identity, nationality, citizenship, representation.

So whoever tells and describes it may choose a political description / interpretation (Secchi) or morphological, he can speaks of facts as urban phenomena (Aymanino), or even of the material aspects of the city, the buildings, the road system the visible part of it (Gregotti). In this way the description of the city already provides its own interpretation, and thus a different function to the project.

The contemporary city somehow escapes not only to a definition, but also makes hard its own description. Understanding the phenomena that affect it has become one of the possible keys to read the city. Over the years it has substantially changed the view on the 'city'. Other sciences and other disciplines have almost completely removed the urban planning from its preferential status of knowledge of the city, and have generally weakened all

the tools and models that it used.

What I propose in this paper is an attempt to rebuild, through the a very specific literature, the transition between the modern and contemporary city through the changes of its description and interpretation of the phenomena that characterize it.

The scientific literature I work about starts from the main writings (at least in the Italian disciplinary tradition) of those authors who have proposed their own interpretation and description of the modern city. These first texts, which I entrust the base of my reflections, can be considered essential for understanding what may be some of the most influential positions about the city, before it begins to escape from a definition.

### **'Prishtina Escape'**

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Track 15: Planning history

The title of this paper is a trope itself, containing ambiguous meaning. Explaining, the Escape of the city from its identity and its image due to ideologies, visions and social transformations through 'TIME', will try to reconstruct the Scape of the city in perspective 'SPACE' using the city as a stage – a 'PLACE'.

The impulse to tell stories about the past shows that time, itself is a perspective in the construction of histories (Sandercock, 1996 ). Therefore the first attempt in our case to use the storytelling approach was based on the need to bring forward a history of planning and urban development of the city of Prishtina, which doesn't exist in written. Writing the history as just reflecting what happened it's not the main aim, it is rather more on reconstructing and representing, in helping us to understand and judge more coherent the current situation of the city developments. The loss of the statistical data during the war, no literature related to the city development, old fragmented planning documents were the first problem to face. As not having enough data to fulfill the whole picture of the 'city text', but also having in mind that city is a living body and emotions and experiences could not be projected only by numbers and diagrams, diverse peoples stories from the city, politicians, students, old citizens, economist, planners, sociologist, artists, poetry, songs and others were used in that direction. But reconstructing the history of the city through parts and pieces, figures and facts, stones and images 'in a web of partial truth, it becomes important what makes one interpretation more persuasive to the other' (Throgmorton,1996), or which stories are worth to be told and why?!

The second attempt is to open the dialogue about where are we going in planning and what is going on with the city...'Storytelling is essential in situations where deep histories of identity and domination are the context through which a present dispute is viewed. Stories have to be told for reconciliation to happen'(Forester 2000: 157). Coming from a post war context one could say I could be biased. Kosovo as multiethnic and multicultural society is still a very fragmented and conflicting one, where truth and power appears in ambiguous terms. Certain levels of power recognizable for some are ignored by others, true story to one entity is a lie to the other one since all claim for their rights on the same territory through history and identity.

Today in a condition of 'post' everything, Prishtina is escaping again from itself trying to bring back the forgotten, the city is becoming everyday less 'then a city'. In this atmosphere of individual piecemeal development, of adding's and transforming, of illegality and informality, of local ad global, unique ad diverse, of uncertainties and ambiguities of a post war settlements the strategic planning framework was introduced by internationals as the one that could create space for the diverse to come together, communicate, mediate and reconcile. But planners of the municipality seems still to be the heroes of modernism – seeking for order to clean again the whole city, to start again from the clear sites, just forgetting one simple thing – that the public means of before are gone with the modern wind. Therefore, this paper will try to tackle both, in one side bringing back the lost, the forgotten, unclear and unseen as a state to clarify ourselves the causes of the city escape and the effect of it 'the city scape'. In this condition we will try then to find and articulate ways of possible new city scapes...

## ***Robert Owen's Industrial Communities vs Robert Gilman's Ecomunicipalities: Morphological differences and similarities revealing distinct socio-productive contents***

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Track 15: Planning history

At the beginning of the industrial revolution and emergence of the large industrial city in England, Robert Owen, influenced by his utopian socialist perspective developed an alternative project for the development of industrial communities based on the appreciation and promotion of working-class-knowledge, education and equality aiming at a general improvement of life conditions. In 1991, under late Capitalism, almost 200 years later, under the pressure of environmental degradation impinging irreparably on the quality of life across the planet, if not threatening the very survival of life species, Robert Gilman developed the concept of ecomunicipalities aiming at the development of alternative viable settlements combining the use of alternative forms of energy, the biological and permanent cultivation of land and equitable modes of social organization. The prevailing socio-economic conditions in each case inevitably affected the proposed type of ideal urban environment. This paper examines the morphological differences and similarities between the two models, both at the level of theory and in their practical manifestation at the level of built communities, establishing the salient links between socio-economic environment, productive structures, theoretical precepts and the variety of urban morphological detail they give rise to.

## ***100 years on: some reflections on the Housing, Town Planning, etc. Act 1909***

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Track 15: Planning history

2009 marks the centenary of the first town planning legislation in Britain to bear the name and might reasonably be seen as a moment of celebration. But in the history of twentieth century planning, the 1909 Act has often been seen as the decidedly unglamorous end of planning. In the 1970s Cherry, Sutcliffe and others explored the history of the early town planning movement both in this country and elsewhere, and the Act was subjected to detailed analysis. Since then there has been little further work.

The purpose of this paper is twofold. It will explore first of all, the historiography of the Act and in particular question the widely held view that the Act was a 'disappointment' (Cherry 1974:64) or at best 'modest and realistic' (Sutcliffe 1988: 301). The general evaluation of the place of the Act in planning history seems to be to see the Act either as a faltering precursor of something much greater (e.g. the 1947 Act) or to see it as a distraction from the achievement of Garden City ideals. So a second purpose of the paper is a detailed reconsideration of the way in which the Act was drawn up and a reflection in particular on the relationship between the town planning sections and those sections which deal with housing and the - often ignored - part on the appointment and powers of inspection of county medical officers of health (the 'Etc.'). Considering the whole Act in the light of contemporaneous concerns (rather than as a forerunner of, or distraction from, 'real' town planning) sheds a different light on its various aims, and on the place of 'town planning' among them.

## ***The Tension between Historic Patterns and Contemporary Complexity within the Debate on Integrated Planning in Bulgaria***

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Track 15: Planning history

During the last few years urban processes in Bulgaria have been conceptualized both within the logic of historic development processes in the region and within the broader global and European perspective of the present day. The paper outlines the key challenges of bringing European Practice within the National Urban Planning Context. The opportunities and threads have been discussed in the light of the ongoing debate on the development of integrated plans as a reflection of the EU intents on the local level and prospects for absorption of EU Funds. The integrated plans are assessed from different perspectives - as a prerequisite for the implementation of JESSICA (Joint European Support for Sustainable Investment in City Areas), as an effective instrument in urban regeneration processes that builds upon the municipal policy, as a challenge for the existing planning culture as an agenda for rethinking the planning profession and re-institutionalization of planning process, as an opportunity for integrating spatial and economic considerations in accordance to the available resources.

## ***Leonardo Benevolo, interpreter of the European urban culture***

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Track 15: Planning history

Compared to the importance of Leonardo Benevolo's production and to his influence, the studies about this scholar are surprisingly few, at least in the Italian context. The paper thus aims at reconstructing the diffusion and circulation of some relevant ideas and perspectives proposed by this, a complex and multi-faceted figure of researcher, architect, planner, historian, who worked across disciplinary boundaries in the last five decades.

Born in 1923, Benevolo obtained a degree in Architecture in Rome in 1946, and has since then devoted his work to the history of architecture, the history of the Italian and European city, the history of urban planning and the evolution of inhabited landscape, in particular in Italy, teaching in the Universities of Rome, Florence, Venice and Palermo from 1955 to 1977.

Unlike many other Italian scholars, Benevolo has extensively worked and taught abroad, having been visiting lecturer at the Universities of Yale, Columbia, Caracas, Teheran, Rio de Janeiro and Hosei (Tokyo). More than that, Benevolo's many books about the mentioned topics have been extensively translated, discussed and used as teaching materials in many different countries, namely North and South America, thus influencing the debate about the evolution of the city and the peculiar relationship between inhabited space and local societies. Benevolo's style, plain, aiming at presenting the most interesting questions arising in the planning field to an audience not necessarily formed by technical experts, has helped such diffusion. Looking back at his production, one could say that Benevolo never wrote anything else than one single book, revised, modified, extended, throughout all his career.

Starting from this background, the paper aims at exploring the diffusion and influence of some crucial Benevolo's books and ideas in the international debate, focusing the attention in particular on two main topics: his conception of the urban form, read in the organic connection between the architectural and the urban scale, and thus between architecture and urban planning; and secondly, the interpretation of the features and evolution characteristics of the European city, also read in their diffusion at the global scale.

## ***Women, Cities and Painting***

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Track 15: Planning history

If we ask the question 'Why can't the future be more like the past?', one of the answers might be, 'The past isn't what it used to be.'

The paper re-presents the past by looking at a small number of iconic paintings of cities which use images of women to convey narratives which reflect the experience of living through changes in the urban social and physical fabric. Each of the paintings needs to be located at the intersection of three forms of analysis. The first is iconographic: locating the images of women in terms of how they relate to or break with former conventions in painting. The second is structural: Looking at how the elements in the painting work together to convey messages in a system of meaning. The third form of analysis relates the images in the painting to how changes in the physical environment of cities created new spaces of social interaction.

## Track 16 - Planning and Energy

### Track Chairs:

Chris Zuidema  
*University of Groningen*

Sue Kidd  
*University of Liverpool*

Before the 20th century energy had to be used close to where it was produced. However, as the possibility to transport energy over long distances emerged around 1900, it became a commodity that was available in almost equal amounts throughout the world. At the same time, new technologies enabled the development of seemingly endless supplies of fossil fuel reserves. Energy consequently became a marginal theme in spatial planning. With the increasing energy crises our 21st century societies have to deal with, including concerns about climate change, this picture is changing rapidly. There is now both great potential and a critical need for (spatial) planners to become involved in addressing the production, transport and consumption of energy. Consequently, energy is emerging as a central theme in planning.

The 'Planning & Energy' track focuses on the ways in which planning can contribute to energy efficiency, reduced energy consumption and the development of alternative energy production. This raises issues at all scales of planning from transnational and national levels, through regional planning to the planning of settlements, neighbourhoods and detailed site layout and building design. In this, planning can for example contribute to reduced energy consumption through urban design and spatially linking urban functions. So instead of just looking at the design of individual dwellings, the urban fabric and regional organization of energy production and consumption emerge as themes. Examples include the use of excess heat from factories, energy plants, swimming pools and other functions by others such as houses and schools. More localised energy generation and supply is likely to regain its importance. Alongside this, the allocation and embedding of alternative energy production through for example wind farms, biomass and solar cells has important spatial planning implications. This illustrates how landscapes and cities will change as energy increasingly becomes a key parameter in decision making.

This illustrates the importance for planners to become involved in the management of economic, spatial and social processes to cope with the 21st century's energy and sustainability crises, both now and in the long term. Therefore, the 'Planning & Energy' track seeks to draw together the current state of the art in the planning community with the ambition to refine future research agendas and create a readily accessible overview of the key contributions the planning community can make to one of the central questions of our time.

### ***Planning for large infrastructure***

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**Reference:** 62  
Track 16 Planning and energy

After transport, energy infrastructure development tends to be the largest and most controversial sector of infrastructure. Its planning is tackled in different ways in different states. This paper examines current practice in the Netherlands, with an eye on existing and emerging processes in the UK. This draws on a wider research project investigating the relationship between large infrastructure generally and large scale spatial planning.

There are significant differences between Dutch and UK practice in planning for energy. Netherlands planning and governance puts a higher emphasis on consensual and measured decision making, bringing in many interests and levels of government. It is also common to look at very long time scales. Care is also taken to at least try to integrate sectoral planning (in this case of energy) and spatial planning. The latter is in any case more highly and explicitly developed in the Netherlands, at least much more so than in England (Scottish practice may in some respects be getting a bit closer to that of the Dutch). None of this is to say that the Netherlands approach is perfect (the Dutch themselves are often heavily critical). But it may be that British, and especially English, policy makers, could benefit from a better understanding of this particular international approach. Of course all the caveats about the pitfalls of cross national learning must be remembered. A great deal of differences exist in the contextual and underlying conditions between the two countries, each of which must of necessity start from its own national political and substantive realities.

## ***Impacts of Strategic Environmental Assessment on the Planning of Energy Infrastructure in Denmark***

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Track 16: Planning and energy

The focus of this paper is on the interaction between SEA and strategic planning of energy infrastructure in Denmark. This includes how implementation of SEA legislation impacts decision-making processes and participation on infrastructure initiative development.

The Danish system transmission operator, Energinet.dk, is implementing SEA to improve strategic decisions: Design and choices of projects early in the decision-making process has widely been based on economic and technical considerations, but the implementation of SEA is intended to give environmental considerations equal status. Thereby, infrastructure planning is intended to move towards a pro-active approach in terms of environmental aspects.

Early experience on SEA in Energinet.dk show that implementation of SEA concretizes strategic planning into new documents. This concretization seems to promote transparency and may increase societal awareness of strategic initiatives. On the other hand, the concretisation also reduces flexibility and creativity of a fluent and complex development. It is questioned whether application of a several month SEA procedure is possible in a planning process characterised by continuous changes and unpredictability.

A case is presented on the development of the range of alternatives in a specific planning process and the influence of SEA is discussed towards geopolitical influences.

As implementation of SEA promotes new planning documents, it also provides an opportunity to improve participation in the planning. Strategic decision-making processes have been quite closed for the public, but requirements on hearing in SEA legislation may be a relevant forum for debate and interaction. It is, however, questioned whether a forum at a strategic level will reduce NIMBY-protests at project level.

The paper is based on a participative research approach at Energinet.dk that faced implementation of SEA legislation by co-funding a PhD study on the subject.

## ***Sustainable neighborhoods in Europe. Lessons for an urban planning of energy***

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Track 16: Planning and energy

Using findings from a research analyzing European cases in Germany, Sweden, Netherlands, the paper summarizes the lessons from sustainable urban projects developed since 1990 in Europe. Considering the local and large scale, it underlines the planning process of the Sustainable neighborhoods, the specific difficulties urban designers and project manager had to face: what juridical documents adopted? Which financial solutions preferred? Which project management changes?

## ***Biomass cultivation for energy production – consequences for Europe?***

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Track 16: Planning and energy

To support the production of renewable energy is one of the central goals in the European Action Plan (EAP) for energy policy. Various legal regulation instruments on national and European level have been set in place containing requirements for the increase of the amount of bioenergy. The German government reacted soon and started many legal initiatives to support renewable energy production. The cultivation of biomass for energy production has been subsidized by the government since several years.

The increasing demand for CO<sub>2</sub> saving energy production caused an abrupt rise in biomass cultivation all over the world. The import of biomass products from developing countries, e.g. palm oil, has been jumped up as well as the biomass cultivation in Europe.

This development causes a lot of negative ecological and socio-economic impacts. The public discussion on these impacts focuses mainly on the problems in developing countries – especially the decreasing food supply and the

ecological damages due to palm oil monocultures. But also Europe has to face serious consequences due to biomass cultivation for energy production

The consequences of the support of biomass cultivation for energy production in Germany are the intensification of cultivation with an increased use of fertilizers, herbicides and pesticides and heavy mechanical soil tillage. The ecological damages are the loss of 5 million ha grassland between 2005 and 2006 in Germany due to intensification of cultivation, the contamination of water resources with fertilizers, herbicides and pesticides as well as soil damages. There are some activities to control the cultivation of energy plants. On national and European level the development of standardization and certification tools is recently in work based on standard framework document of World Wide Fund for Nature (WWF, 2006). However, the proposed instruments focus mainly on the control of the import of biomass products. Tax regulations and certification shall ensure that the cultivation in the country of origin complies with principles of sustainability avoiding negative impacts.

Are further actions necessary? A transdisciplinary approach is needed to handle the problems and opportunities of bioenergy production. Ecological aspects have to be considered as well as socio-economic effects. Technical aspects determine the evaluation of the whole production chain for the assessment of energy efficiency.

In spatial planning these aspects have to be considered altogether to work out solutions for a sustainable bioenergy production. The AESOP congress is an opportunity to discuss if the European spatial planning community wants to take an active part in the decision-making processes. Additionally it should be discussed if a European approach should be developed addressing the specific situation and challenges in Europe

### ***Integrated energy-space concepts, a powerful planning tool for an energy transition***

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Track 16: Planning and energy

Energy is a hot issue in public debate. Although oil prices show a high degree of instability, they show a general rising trend. Moreover our current fossil energy system is running out of time and consequences become abundantly clear regarding climate change and environmental damage. Finally, we face a growing dependence on the small number of countries with large energy reserves. Therefore the goal of an energy transition towards a more sustainable energy system is less abstract as ever before. Here we argue for regional planning being able to heavily contribute to such an energy transition.

A spatial consequence is clear during at least a transition towards more use of renewables and making better use of existing energy flows. Ofcourse there is a need to locate new energy sources based on sun, wind, water, and biomass. Less obvious, maybe that interesting, is the concept of making better use of energy flows, especially residual energy flows. Using excessive heat from power plants or factories is one example. In case local biomass or geothermal potentials get involved as an energy source, then even more energy-space related considerations emerge from a planning point of view. Spatial structures of various functions really matter in order to come up with efficient energy schemes. Distances, multifunctional spatial structures, and also robust networks are seriously part of integrated energy-space concepts.

In order to support an energy transition we argue that new integrated concepts should be taken seriously. A case study of Parkstad Limburg (Netherlands) shows how such concepts can evolve. The concept of an energy ring receives special attention. Linking various clusters of energy-space developments by means of a regional heat grid makes underlying concepts themselves more robust. Moreover from the case of Parkstad Limburg we learn how energy related issues can be linked to traditional issues in regional planning, like planning of business parks or road infrastructure. Therefore new, integrated energy-space concepts might be an useful tool to guide a transition towards a more sustainable sound and regionally based energy system.

## Track 17 - Planning and Complexity

### Track Chairs:

Gert de Roo  
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Joris Van Wezemael  
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Theories of complexity and chaos represent discussions that cut through academic disciplines, as systems theory has done in the past. It brings people together from various backgrounds, such as economics, philosophy, physics, sociology and lately also planning. Although contributions are coming from various disciplines, so far planners are only beginning to participate in the debate. If, however, planning as a discipline is to be considered a discussion in progress, to grasp human interaction and interference with the physical environment, we believe this major and crosscutting academic debate on complexity and chaos cannot be ignored.

While the debate in contemporary planning seems to focus on a dichotomy between technical rationality and communicative rationality, we are seeking for arguments that chaos, complexity, complexity thinking and complex systems are elements of discussions that might have answers to planning theory and practice too. So far, for planners the conception of complexity is highly abstract, sometimes difficult to understand, and not directly related to contemporary discussions within the field of planning. Therefore, we are inviting in particular those scholars having arguments, ideas, suggestions and proposals to make complexity, complexity thinking and complex systems visible within different fields of planning theory and also practice.

While discussions among planners are ongoing about how to relate complexity and contemporary planning theory (see Aesop's Thematic Group on Complexity & Planning), discussions how to see complexity within planning practice are particularly welcome. Out of those contributions relating complexity and planning practice we hope to compose a book, which will be able to make concrete the relation between complexity and planning.

## ***Informal Culture in the Malaysian Residential Development Industry***

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Track 17: Planning and complexity

The institution of the Malaysian residential development industry is plagued with high level of bureaucracy, multiplicity of approving agencies and tight planning legislations which pose difficulty to a responsive housing delivery system. On this basis, this paper aims to examine the institutional role of private developers within the Malaysian residential development industry and their interaction with the state with an overarching aim to improve the housing supply mechanism. Hence, this research seeks to explore their views, tension and conflict of the private developers in different aspects of residential development with a specific focus to examine the methods developers adopt to resolve tension and conflict with the state.

Preliminary findings indicated inherent tensions between the private developers and the state. This resulted largely from the weak influence of private developers in shaping policy within the institutional environment. There were traces of informal culture taking place between the private developers and the state in their negotiation for planning permission. Private developers expected transparent policies and guidelines to improve the transparency, governance and responsiveness of housing delivery.

To this end, the Structure of Provision theory developed by Ball (1986) and North West Housing Assessment model developed by Wong and Madden (2000) were adapted to unravel developers' views and aspirations in the various aspects of residential development in Malaysia for improvement purpose. Case study strategy with extreme case scenarios in Kuala Lumpur and Johor was adopted to conduct this research which helped to provide interesting findings.

## ***Sustainable Urban Planning and Development in Malaysia***

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Track 17: Planning and complexity

The paper examines town and country planning system in Malaysia and its contribution towards sustainable development. It overviews the planning system and different types of development plans (national physical plan, structure plan, local plan and special area plan). Town and country planning is carried out at the three levels: federal, state and local levels. It also describes the challenges and way forward towards realizing and to achieve the goals of sustainable land use in Malaysia.

## ***Spatial Planning as Strategic Navigation***

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Track 17: Planning and complexity

As a practice of speculation in the face of doubt and uncertainty, spatial planning evolves, functions, adapts, somewhat chaotically, always pragmatically, concerned with what can be done – how new things, new foldings and connections can be made experimentally, yet still in contact with reality. Spatial planning engages attempts to strategically navigate towards a future not characterised by continuity of the present nor by repetition of the past. I adopt the ontological conceptualisation of planes used by Gilles Deleuze and Félix Guattari to develop a multiplanar theorisation of strategic spatial planning as involving both the broad charting out of a vision or trajectory of the longer term future and also shorter term, location-specific detailed plans and projects with collaboratively determined tangible goals.

I develop a methodology (cartography) for translating multiplanar theory into strategic planning practice. It incorporates a critical engagement with actual conditions and how they came to be (tracing) together with an attempt to go beyond those conditions to unpack what are the conditions for change (mapping). Conflicts and tensions, paradoxes and contradictions, opportunities and risks would be explored, allowing the potentials of new trajectories to emerge and be identified. I conclude that since the future is inherently unpredictable, the role of strategic spatial planning is to remain attentive to the 'unknown knocking at the door', to recognise existing relationalities and to facilitate the making of new connections.

## ***Complexity and Cellular Automaton, Exploring its Practical Application***

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Track 17: Planning and complexity

This paper explores the relationships between complexity and planning, focusing on experiences with Cellular Automaton (CA). It presents the results of using two Cellular Automaton models (SLEUTH and CVCA) in order to explore urban and environmental dynamics through time and space. The importance of these models is explored through quantitative and qualitative analysis. Sensitivity to local conditions, self organization, emergence, phase transitions, DNAs, urban and environmental patterns, behaviour and decision making are explored using two very different metropolitan areas (the Lisbon and the Porto Metropolitan Areas). One of the most important results points out to the fact that self organization plays an important role in the explanation of many of urban and environmental dynamics, and CA is capable of reporting these dynamics through time.

## ***Cybernetic Spatial Planning: Steering, managing or just letting go?***

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Reference: 224

Track 17: Planning and complexity

The first 'systems approach' to Planning in the late 60s and early 70s ended with disillusioned Planners faced with some of history's greatest planning disasters. What new can 'second order Cybernetics' offer several decades later? Is any kind of steering in the spatial evolution of society possible and if so, is it necessary and desirable? This paper explores the issues arising when spatial planning is viewed through a 2nd order cybernetic-systemic approach, focusing on variety and self-organisation. A variety-based, 2nd order cybernetic understanding of spatial planning is helpful in building the link between a complexity theory of planning and the application of this body of theory to planning practice. What I'll argue in this paper is that although total control of complex sociospatial systems is indeed both impossible and undesirable, it is however possible (and can also be desirable) to influence, but not determine, the trajectory and evolution of such systems. This change in scope however would mean that planners would have to give up their teleological approach to their discipline.

Conceptualisations of societies as complex adaptive systems within the cybernetic-systemic school of thought are based on a rather simple intuition: Societies can be seen as comprising structures that are emerging from the constant interactions of individual agents. The numbers, the diversity and the adaptability of the constituent elements of these complex systems (networks) give rise to variety so immense that makes them unmanageable according to Ashby's law of Requisite Variety. Spatial Planning can thus be seen as an effort to influence the self-steering of self-organising socio-spatial systems. The key question for planning and planners then becomes one of tackling unmanageability. From a standard 'logico-scientific' cybernetic point of view this can be done either by reducing the variety in the 'controlled' system(s) or by increasing the variety in the 'control' system, or a combination of both in what Beer called 'variety engineering'.

Since restrictive control is ethically undesirable, largely ineffective and potentially catastrophic Spatial Planners are in essence left with trying to invent forms of variety engineering that respect choice. In the words of Glanville (2007), this would amount to experimenting with ways to 'try again, fail again, fail better'. Inevitably, given the difficulties of managing complex socio-spatial systems Planners or regulators generically, are doomed to 'fail', this 'failure' however refers to a first-order teleological understanding of socio-spatial systems. It means that the original set of goals was not achieved in its totality'. In a second order understanding it is to be expected that our plans will not necessarily pan out exactly as we wish, yet we still strive to achieve them. We influence the way our life goes as active participants in its course.

## ***Strategic spatial planning as a new concept to deal with complexity?***

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Track 17: Planning and complexity

Over the last years the number of publications on 'strategy' and 'strategic spatial planning' has increased. The reason for this development is an emerging requirement for a new approach beyond the existing planning methods. One of the main intentions therefor is the search for possibilities to plan apart from fixed aims and in bigger scales than it's currently the case.

The paper will focus on existing concepts of 'strategy' and 'strategic planning'. The leitmotif for the analysis of the concepts and the search for something new and helpful to deal with the complexity of the 'planning business' was the question: What is meant by the word strategy?

By taking a closer look at the frameworks behind the common usage of 'strategy' and 'strategic planning' it becomes clear, that there is nothing like the strategy or the strategic planning as both terms are unclear in their definition. Furthermore can be pointed out:

- a lot of strategies focus on aims without exposing how to constitute them
- measures are often developed on 'rational-based' analysis-tools
- 'strategy' and 'strategic planning' are used in different planning-levels in various definitions, even within one concept
- sometimes the terms are equivalent to the meaning of 'planning' and name a 'rational', incremental or systemic-cybernetic concept.

Therefore talking about 'strategy' or 'strategic planning' entails nebulosity.

Referring to the necessity of semiotic interpretation, both terms (that are constructs) need to be made carefully explicit in their meaning. Only this way one can sharp-cut, what the letters s-t-r-a-t-e-g-y do actually stand for in a specific context and if the term may be useful.

## ***A non-linear perspective on peri-urban developments***

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Track 17: Planning and complexity

The traditional spatial organisation of the peri urban area, with a clear distinction of urban and rural functions, is changing towards an integrated urban-rural area with various identities (Hidding, 2006; Sievert, 2003). Increasing complexity of urban-rural relationships in the peri-urban area often result in policymakers not to be well equipped to deal with these changes. Above all, specific peri-urban policy has not yet been developed by decision makers because peri-urban areas are hardly recognised in policy frameworks (Van Engelsdorp Gastelaars, 2000). In order to improve the ability of policymakers to deal with complex spatial processes, this paper suggests to consider a non-linear perspective on fundamental changes of the peri-urban area. The general objective of this paper is to examine whether a non-linear perspective could enhance our understanding of fundamental changes in the peri-urban area and could contribute to new planning strategies that are able to deal complex spatial processes.

The non-linear perspective is derived from complexity theory and characterised by multilevel, self-organising, qualitative, (partly) autonomous processes of change (Rotmans et al., 2001; Lundberg, 1984). Through time the dynamic equilibrium of robust and flexible elements shifts and either innovation or decline will occur. In the first part, these shifts will be analysed with regard to the post-war development of the peri-urban area of Montpellier (Rauws, 2009). In the second part of this paper will be focussed on possible implications of the non-linear perspective for spatial planners and policy. How to deal with non-linear spatial development processes? Which key-issues could be addressed for spatial management? And what would be the role of spatial planners?

## ***Complexity theories: a framework for theory and planning. Insights from spatial planning practices in Portugal***

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Track 17: Planning and complexity

Thinking about complex systems, their capability to adapt to changing environments, their learning abilities, self organisation and interdependence, offers an attractive framework to understand and evaluate the development and effectiveness of spatial planning procedures capable of reflecting the complexity of its environment in its internal patterns (Queirós, 2008).

Starting to look at complexity from a theoretical viewpoint this paper aims to propose ways in which the theories might be applied in spatial planning practice. It is only when the concepts of complexity theories are simplified and treated as a learning process that a potential application emerges (Dann and Barclay, 2006).

In Portugal, there is a conventional institutional macro structure of planning, nevertheless there's a paradigm shift emerging applied to the institutions responsible for spatial planning that created the conditions to co-evolution and emergence within a significant level of decentralization of decision making and changing institutional environment. Those new arrangements can be better understood with new theoretical lenses that might give us fresh perspectives and a renewed understanding of innovative approaches to spatial planning, such as complexity - grown out of systems theory and chaos theory.

Starting from the Portuguese spatial planning system, this paper illustrates two public planning experiences the process-making of (i) the National Spatial Plan and (ii) the Regional Spatial Strategy for the northern part of Lisbon Metropolitan Area, as two processes that can be analysed through the lenses of complexity theories in order to stimulate theoretical research and practical application outputs. The complexity theories approach may be able to define the basic needs of the system that will allow planning evolution to be carried out far more easily and successfully.

### ***What is it like to be ... a planner?***

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Track 17: Planning and complexity

What is it like to be a planner? or What is it like to be a scientist?. Dealing with the relationship between science of complexity and planning, we are facing an 'hard' meta-problem: the quite large language 'incommensurability' between two universes of discourses (scientific and professional approaches). This is in some sense the problem raised by T. Nagel in his famous paper 'What is it like to be a bat?', published in 1974 in 'Philosophical Review', a title we enjoyed paraphrasing.

In order to try to reduce this 'distance', the communication illustrates three level of analysis of problems in 'communicability':

- i. in epistemology. A forma mentis rooted in a holistic humanist culture or in a reductionist naturalist science,
- ii. in methodology. A preference for abstract and specialistic thinking or for a real generalist knowledge;
- iii. in practice. A mind orientation to scientific discovery or to exploitation of professional expertise.

Hopefully the author argues that, highlighting these differences, there is a possibility for a fruitful integration of the two discourses, within a new linguistic paradigm rooted in the contemporary new view of the human mind.

## ***Knowledge, action and learning: the challenge for creating resilient cities***

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Track 17: Planning and complexity

Despite a considerable evidence base existing on a range of 'wicked' urban problems and dilemmas, real progress toward building sustainable, just and resilient cities is stubbornly difficult to achieve. Momentarily leaving aside questions of structural power, an important and persistent problem seems also to appear in the gap between what we know and how to implement that knowledge in planning and urban policy-making (RCEP 2007). In other words, how to translate knowledge into action? This reflects a persistent problem in contemporary urban governance: centralised planning and coordination functions of governance are ineffective in the face of dynamic, complex systems such as cities (Waagenar 2007:43). This has led some to question whether in fact complex systems (like cities) can be governed at all (Duit and Galez 2008, Leach et al 2007).

There is increasing attention being paid to this dilemma, especially through the adaptive, deliberative and reflexive governance literatures, and research and theory is beginning to look at cities as complex-adaptive systems and the implications of this for urban planning. This is a new area of urban research, and significant gaps remain. One particular area that deserves attention is our understanding of the link between knowledge and action for wicked problems in complex systems, and the role of learning within planning institutions (Leach et al 2007, Cowell and Owens 2006).

This paper will draw on a range of activities to report on developing ideas concerning knowledge and action in planning institutions faced with wicked problems. The paper begins from the premise, and uses the emergent theoretical foundations of complexity science to begin to unpick the role of learning and its link to action in applied planning problems. It asks: do different relationships between modes of knowing and acting (ones that move beyond first generations systems thinking, or the rational comprehensive model) offer real alternatives in the face of wicked urban planning problems? How do knowledge, action and learning about wicked problems relate to each other in practice?

### ***Being or Becoming? That is the Question!***

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Track 17: Planning and complexity

The concept of complexity is the unparalleled representative of a vision that portrays our reality as continuously evolving. Complexity is thus inextricably linked to dynamic processes of development and is therefore a qualification of a reality in which situations (including spatial situations) cannot be seen as unchanging, atemporal and independent of their context. With complexity, the meaning of a planning issue is sought not only in 'being' but also in 'becoming'.

Around the subject of complexity an academic debate has taken place that, for the most part, has remained out of sight of planning. This debate has produced a fascinating perspective of reality. This perspective is best expressed in a systems class that is still unknown to planning: the complex system. Characteristics such as adaptation, emergence, self-organisation and co-evolution are associated with this 'complex system'. These characteristics are directly linked to the theme of time.

These characteristics are not (yet) part of contemporary planning theory. This is curious, given the intrinsic objectives of spatial planning – intervening in the physical environment for the benefit of society and its development, and the wellbeing of society in the (near) future. Current planning theory is still, to a great extent, 'atemporal'.

Whilst planners advocate interventions in the physical environment in order to support the societal process now and in the future, they mainly base their choices on situations as they 'are'. In planning, the main concern is still the 'here and now' of a planning issue. What is more, the theoretical scope of planning is mainly limited to rationality and hardly considers time, development or progress. In this paper we will take the view that planners must no longer close their eyes to the message that is inherent in the concept of complexity. We will use systems thinking, among others, to link complexity and planning theory. From a systems theory point of view and using the concept of complexity we will show where current planning theory stands

## ***Culture as an Organising Principle for Spatial Planning? Towards a more comprehensive Theoretical Model of Planning***

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Track 17: Planning and complexity

As a discipline, spatial planning is oriented towards attempting to shape the future built environment. Despite this common orientation towards the future, spatial planning in each country is strongly influenced by particularities of history, by attitudes, beliefs and values, political and legal traditions, different socio-economic patterns and concepts of justice, interpretations of planning tasks and responsibilities, and different structures of governance – in other terms, by its specific cultural characteristics.

Thus, planning consists of more than planning instruments and procedures, it is the aggregate of the social, environmental, and historical grounding of urban and regional development (Young 2008, 35) describing the specific 'cultural contexts' in which planning is embedded and operates. It is not at least against this background that theoretical approaches currently focus on complex analyses of spatial planning practices 'where phenomena can be explained causally and in which there is a 'whole' that exists as a system' (Hiller and Healey 2008, 407). The intention is to provide practitioners with a situated and contextualised understanding of planning (e.g. Schonwandt 2008, Chettiparamb 2006), and to cope with uncertainty, insurgence and complexity (Healey/ Hillier 2008, 405; Christensen 1985).

To consider the 'rules of the game' how culture affects planning practices and the efforts to create innovative future-oriented solutions, and in which way culture can be utilised as a methodological tool to analyse and compare planning practices, a 'culturised planning model' is introduced (Knieling/Othengrafen 2009). The model is based on theoretical approaches from the management and the organisational sciences where culture is interpreted in a systematic way to figure out differences in preferences, values, norms, rules and attitudes, and to manage these (cultural) differences (e.g. Gullestrup 2006; Schein 2004; Hofstede 2001).

The model contributes to consider and decode cultural phenomena of planning not only on the explicit 'surface' but also on a 'hidden' implicit level. Therefore, it consists of three analytical dimensions:

- 'planning artifacts', visible planning products, structures and processes which easily can be recognised and understood, e.g. urban structures or master plans;

- 'planning environment', referring to assumptions and values that are specific for actors being involved in spatial planning, e.g. to objectives and principles planning is aiming at, planning traditions, the scope of planning (comprehensive planning vs. planning by projects), and political, administrative, economic and organisational structures);

- 'societal environment', which describes underlying, unconscious assumptions that affect urban and regional planning as specific societal backgrounds, e.g. people's acceptance of planning, the (self-) perception of planning, but also the consideration of nature, different concepts of justice and impacts of socio-economic models on planning. The contribution explains the 'culturised planning model', discusses its potentials and restrictions and identifies interfaces towards planning practice. This is done against the background of the theoretical concept of a 'rethought planning' (Allmendinger 2001, 189) where complexity is one of the key principles to provide a more systematic understanding of spatial planning (Archibugi 2008, 9, Byrne 2003, 174).

## ***Society, Academy and Business Cooperation - A complex sustainable urban development***

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Track 17: Planning and complexity

There is much on-going development of innovation when industry and commerce, universities and official authorities cooperate on both regional and local level. The actors and stakeholders involved in the physical urban development often have very different perspectives on sustainable development. There is also a competition of the use of central located land, which together gives a complex context for the planning practice. I argue that there is a need for more knowledge about how the main actors act in actual complex situations.

Today, industry and commerce are aware of the importance of an attractive and economical, ecological as well as social sustainable city. Good physical conditions will entice business activities to the city and attract well educated employees for the industry and commerce, to settle down. We can identify and characterise a manifold of cooperation between business and official authorities as public-private partnership, government, governance, new public management, urban regimes etc. We can also see that scientific knowledge sometimes is required in these situations, either expertise in specific topics, as facilitators or as evaluators.

This paper deals with the complexity found in the interdependency between the economical basis from the business sector, the local and regional planning processes and the academically scientific knowledge. The strategy for the case study of a local and regional context has been to search for the sometimes hidden driving forces or hinders for the physical shape and realisation of a more sustainable urban development. The objective and main research question has been to investigate: In which way industry and commerce, universities, regional and local authorities can cooperate to create and realise a more sustainable urban development? The empirical findings are interpreted with complexity and planning theories.

The paper is focusing the integrated systems and the interdependency between the parts involved in the spatial planning. The systems have been analysed to find the interdependence between the parts and planning issues, which has shown the uncertainties and unpredictability in the systems. Some pieces have been regular and predictable and others have been chaotic and unpredictable. There is interplay between order and disorder, regularity and chaos, predictability and unpredictability. The conceptions of complexity theories are often highly abstract, and not directly related to contemporary discussions within the field of planning. This paper will undertake the relation concerning complexity and planning practice.

## ***Models for Understanding, Models for Future Design: Comprehensive versus Fragment Models***

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Track 17: Planning and complexity

Last few decades have witnessed a rapid development of information technology and consequently also an ever growing range of models for various purposes. Most of them, however they differ in architecture or purpose, aspire to serve their potential users as sophisticated analytical tools. The models used in spatial planning usually adopt one of the following design strategies in order to manage the complex reality they need to deal with.

Comprehensive models attempt to embrace whole complex systems altogether. This is most often accomplished by sophisticated statistical analyses and interpretation of spatial data. Although the principle is relatively simple (multifactorial probability extrapolation of past patterns of development) the actual interdependencies between the factors stay effectively hidden to the user, which makes the comprehensive models un-comprehensive to almost anybody but their designers. This, along with that the models are extremely data intensive and therefore uneasy to run, makes them vulnerable to inaccuracies subjected to mistaken data input.

Fragment models on the other hand focus on a narrow aspect of the system only, leaving the rest under the 'ceteris paribus' assumption. Strong simplification of reality allows these models to have relatively transparent computation scheme (for an informed user indeed), but often fails when dealing with fragments that are integral parts of a more complex phenomena.

The presented paper concerns the dilemmas of model use and development in the volatile world of constant change and uncertainty. Both of the above mentioned model strategies expect relative stability of both the (trends of the) interdependencies between the key factors and the portfolio of the key factors itself. The authors argue that models

of both types are useful mostly for development of understanding and/ or close future predictions, for the uncertainties of real complex systems tend to defeat elegant mathematics in long time span.

### ***Challenges to planning discourse and shifting the 'planning gaze'***

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Track 17: Planning and complexity

This paper explores the post-war modernisation of Birmingham, drawing on the distinctions between representations of space and spaces of representation included in Lefebvre's *Production of Space*. The first section examines a key period in the city's history; a city that was extensively though diffusely bombed during World War II, but was redeveloped according to Modernist-inspired planning principles in the post-war years. Examining the reconstruction of Birmingham's city centre in the 1950s, 1960s and 1970s, it is argued that the narrative of redevelopment presented in a series of stylised plans was predicated on rational and abstract notions of functionality that repeatedly clashed with existing rhythms of people's lives. In this paper some of the ways in which planners attempted to order the lived spaces of people from Birmingham are outlined. As is described, this process was not one of straightforward acceptance by the residents of Birmingham – an unimpeded 'march of the modern' – but a colonisation of everyday space that was contested, and ultimately contradictory. To this end, the first section of the paper presents an alternative version of Birmingham's development by bringing the 'view from below' into dialogue with the planners' 'view from above'. Drawing on a series of oral history interviews with residents to elucidate citizens' experiences of this phase of redevelopment, this paper shows that they often doubted and opposed (although occasionally praised) the planners' conception of space as they attempted to re-orientate themselves to the rhythms of everyday life in the 'new' city centre.

Over half a century later, tastes, fashions and the economy have all transformed so much that we are now witnessing the redevelopment of the reconstruction-era buildings; Birmingham is again being physically and symbolically re-assembled. The final section of this paper draws on people's accounts of how they use the contemporary urban realm and suggests that once more, similar dissonances often exist between the planners' vision and the citizens' appropriation of the city centre. The paper accordingly concludes that if processes of continued modernisation provoke regular contradictions and an uneasy co-existence between representation and experience, planners' need to carefully explore what methods can be applied to foster greater civic participation and inclusion in future planning discourse.

### ***Systematic Analysis of Creative Manpower in Culture Industry***

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Track 17: Planning and complexity

This study focuses on analyzing the relationship between culture industry and creative class for upbringing culture industry from the dynamic point of view as representative regional development city in Korea, Seoul. These policies are classified into two groups: technology development and human resource development policies. Their relative effectiveness is examined using casual loop and stock-flow diagrams, all of which are derived from system dynamics (SD).

Using System Dynamics theory and methodology, this study develops a series of causal loop and stock-flow diagrams elucidating the dynamic relationship between the key cultural variables. In specific, it examines the effectiveness of technology and human resource development programs in increasing both the creative manpower and the overall R&D technology level.

The model was applied to Seoul city to estimate 11years culture industry structure. This study yields that culture industry and creative class have systematic relationship. Based on the theory, creative class prefers the environment equipped with technology, talent, and tolerance. In order to express 'tolerance', this study uses the hype curve showing the concept of co-evolution, implying the process of new technology acceptance in society.

Judging from a series of simulated experiments, technology development policies are the most effective way to increase creative class and R&D technology level. Moreover, human resource development policies are included in the second-best group. This study stresses that creative class and R&D technology level should be strengthened.

## Track 18 - Spatial planning and development in China

### Track Chairs:

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The transition towards market oriented development since the initial 'open door' policy of the 1980s and subsequent economic reforms has led to unprecedented levels of urban and regional transformation and growth in China. New forms of entrepreneurial governance, inter-city competition and consumption-led growth are transforming Chinese cities and their surrounding regions and hinterlands and altering their social and environmental fabric, but the pace of change has led to rapidly growing concerns over fragmented and uncoordinated government and social and environmental problems within the wider context of economic change and fears relating to climate change as China emerges as a global economic power in the twenty-first century.

This track thus focuses on the urban and regional transformation of Chinese cities and regions and, in particular, explores the potential role of spatial planning as a means of guiding the environmental and social evolution of the world's biggest and fastest growing country. As well as analyzing and evaluating current developments and policy responses within China, there is scope for comparative research highlighting current approaches and lessons that might be relevant across country boundaries as well as more historic parallels with spatial planning and development in the industrial and post-industrial West. This track thus seeks to bring together scholars and colleagues from China, Europe and elsewhere to share research and experience on a range of issues relevant to the spatial planning and development of China including methodological and theoretical approaches; socio-economic change; urban structure analysis; land use and land policy; transport and mobility; rural and regional development; environmental issues and policies; energy, sustainability and climate change.

### ***Study on the development characters and trends of Yangtze River Delta from the Global city-regions perspective***

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Track 18: Spatial planning and development in China

The high-speed development of city region strongly promotes the innovation and development of urban and regional theory. As a new theoretic perspective, Global city-region interprets the geographic process of globalization through revaluing the regional hinterland and production chain in a more systemic way. This paper analyzes the industrial and spatial evolution of Yangtze River Delta from the perspective of Global city-region, and argues that there has appeared a trend of city 'network + hierarchy' by the effects of internal and external factors, which mainly expresses as homogenization, polycentralization of regional development and hierarchy restructure of service center system. The industrial structure is dramatically adjusting, the function division of city region is gradually clear, the difference between the North Wing and South Wing of Yangtze River Delta is increasingly emerging. Totally the pattern of 'Along the Road, Along the River and Surround the Bay' will enhance, and the sub-regional development group will run new competition and cooperation. As the Globalizing city, Shanghai is continuing enhance the relation of 'centre-hinterland' in Yangtze River Delta, then deeply changing its spatial configuration.

### ***Semicentralised Supply and Disposal Systems***

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Track 18: Spatial planning and development in China

#### The Challenge – Rapid Urbanization

Currently, the development of the world population is characterised by two trends: absolute population growth and rapid urbanisation. Especially rapid urbanisation, taking place in Asia, Latin America and Africa, poses major pressure on the affected regions. {UNFPA, 2007} the development of Asian countries today is characterised by a combination of urbanization with high economic growth rates. The rapidly growing cities therefore face the issue that

infrastructures and public services (energy, water supply and disposal, etc.) are unable to keep pace with the rapid urbanisation.

#### **The Semicentralized Approach**

The Semicentralized Approach offers a sustainable solution to cope with these developments. The approach enables to be more flexible in planning and operation, plays on the strengths of reliable and compact structures and proceedings, reduces the investment and operating costs for the supply and treatment systems and, above all, enables a high efficiency in resource use and therefore reduces significantly the overall resource consumption. A central issue concerning semicentralized supply and disposal systems is scaling. The actual size of the population supplied by one unit has to be assessed from case to case, but is to be guided by the principle 'As small as possible as big as necessary'.

Perspectives – potential applications of semicentralised systems

Up to now, the approach of semicentralised supply and treatment systems was applied to fast growing urban regions in China. In Hanoi, as in other urban areas of Vietnam, the situation is characterised by a lack of wastewater treatment plants, serving only a small fraction of the accumulating wastewater. Prevalent means of sanitation are septic tanks installed under the buildings for the collection of domestic wastewaters, with the overflowing liquids draining uncontrolled into the groundwater. Therefore the integration of existing and new structures in Hanoi is a new challenge within the Semicentralized Approach.

### ***The governance of urban upgrading in Southern China: The cases of Guangzhou and Shenzhen***

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Track 18: Spatial planning and development in China

The paper deals with the politics of upgrading Urbanized Villages (UV) in the Pearl River Delta. UV are pockets of formerly autonomous, very densely built-up settlements managed by farmers' associations and inhabited to a substantial extent by migrants and floating workers. In an environment of transition from a labor oriented regional economy to higher value-added industries and with the ongoing reform processes, the local governments try to fully integrate UV into their respective cities. This comprises an institutional reform making them part of the political and administrative hierarchies and a rather physical upgrading strategy intended to overcome urban problems associated with security, health, economic growth and real estate development. However, the customary strategy of comprehensive redevelopment seems no longer feasible. The cities of Guangzhou and Shenzhen therefore struggle to develop more sophisticated strategies to tackle the UV. The interesting aspects of the two case studies are the different approaches the two cities develop: Whereas Guangzhou tries to establish a piecemeal and rather reactive strategy somewhat taking the different local conditions into account, Shenzhen tries to pro-actively promote the diverse strengths and location factors of the UV. Both cities, however, gradually start to adapt their strategies to the respective local conditions. Our study investigates micro level urban governance and thereby tries to identify how the various stakeholders organize decision making in a struggle for power between the different administrative levels in formal and informal communicative settings. It asks for the conditions for influential development strategies when dealing with different degrees of inherited autonomy and compares the power planning has in the two cities

### ***Neighbourhood Changes in the Process of Property-led Regeneration in different neighbourhoods of Beijing and Shanghai***

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Urban regeneration in China has been shifted from a government-financed process to a property-led process in the post-reform period. Large-scale regeneration projects boasted in traditional areas have generated social changes alongside the built environment. Drawing on qualitative empirical evidence from six neighbourhoods in Beijing and Shanghai, this study addresses the impact of property-led regeneration at neighbourhood levels. It is argued that the ease of access, sense of safety, neighbourhood interaction and neighbourhood attachment has changed substantially for local residents during the regeneration process in traditional areas. However, these changes cannot be attributed to urban regeneration only, as some other non-neglectable factors are also involved, such as the lack of participation and community-led regeneration on traditional area regeneration.

## ***An alternative approach to sustainable housing provision – applying Sustainable Livelihoods Approach in urban China***

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Track 18: Spatial planning and development in China

The framework for thinking about housing development and related policy has undergone major changes during the last two decades. Most planning concepts based on top-down strategies have given way to market- and people-based solutions, process approaches and emphasis on building capacities and institutions. A market-oriented housing reform has been fulfilled in China for more than ten years but not until recently has the Chinese government officially admitted that relying solely on the market mechanism is inefficient with regard to housing provision for poor people. It is understandable that, given the geographical scale and the size of the population, most development discourse in China has taken place at the macro level, based largely on quantitative data and progress indicators. Inevitably such discourse has failed to include presentation of the whole picture of the realities of life for poor men and women and to present their priorities for change which may be different from a quantitative improvement in space. There is an urgent need for a comprehensive, people-centred and bottom-up approach to monitor and evaluate the rapidly adopted policies that may disrupt the very complex social, physical and economical settings prevailing in urban China.

In this paper, we employ the Sustainable Livelihoods Approach (SLA) as an analytical tool to make a holistic investigation of the livelihoods of the people in a poor neighbourhood in China, with an emphasis on their housing (which is their predominant physical capital asset) and its interaction with other basic assets. The findings show a large vulnerable group of elderly and laid-off workers who rely on pensions as their main income resource. Coupled with insecurity of livelihoods and social welfare, they have limited access to other financial resources. While housing conditions leave much to be desired and involve quite complex coping strategies, the central location and low price of the current housing are both vital to the livelihoods of the residents. This points to the requirement for policy interventions to be more helpful to them than the demolition, relocation and rehousing packages that are normal for neighbourhoods like theirs.

## ***Transitions towards genuine ‘urban regeneration’ in China’s historic cities? A case study of Xi’an***

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Reference: 232  
Track 18: Spatial planning and development in China

Since the open door policies of the 1980s, many Chinese cities have faced tremendous challenges and opportunities to restructure their production-oriented urban spaces formed under the centrally planned economy to cater for more market-oriented and consumption based urban development. This trend has conspicuously been accelerated during the 1990s, featured by government-led urban redevelopment. Accompanying this rapid economic development are many urban problems such as growing social disparities and disrupted neighbourhoods. Both the drive towards production-oriented development and the subsequent drive towards market oriented growth have been detrimental to historic cities. It was not until the early 2000s that Chinese cities began to develop more comprehensive policies and development objectives in revitalizing the rundown urban areas of many historic cities—economic growth is no longer their solitary goal and socio-cultural and conservation concerns have come into the local development agenda. This paper argues that this changing mindset emerged in China’s Tenth Five-year Plan (2001-2005) when the central government explicitly indicated that previous resource-consumption-led development policy could not fit China’s development situation then and more comprehensive concerns of national and societal development became part of the national agenda. By the Eleventh Five-year Plan (2006-2010), the emphasis is on scientific development and the building of a harmonious society. Based on a typical Chinese historic city, Xi’an, the paper reviews the transition of the previously economic-growth-oriented urban policies to the current approach which embraces more comprehensive concerns, especially in the revitalization of its rundown historic urban areas. Although local governments have made every effort to formulate more comprehensive urban revitalization goals, one fundamental difference between the China’s situation and mainstream urban regeneration practice in the West lies in the lack of a participatory development and planning process. The paper contends that without the significant involvement of indigenous residents, local comprehensive development attempts will be severely compromised. Furthermore the revitalization practices of Xi’an historic city indicate that the involvement of indigenous residents provides many clues towards achieving urban regeneration objectives of promoting local economic progress, social cohesion and the conservation of the tangible as well as intangible qualities of this ancient capital.

## ***The development of spatial planning and city-region governance in China***

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Track 18: Spatial planning and development in China

This paper reviews the development of China's city plans and changing governance. We attempt to bring these two sets of studies together so as to understand the emergence of 'spatial plan' in China. In terms of governance, we argue that there is a recent trend of re-centralization and consolidation in the aftermath of Chinese style devolution. Market-oriented economic reform marked the rise of urban entrepreneurialism, which transformed local governments into market friendly agents. Urban governance thus continues to be down scaled into lower layers of administrative hierarchy. However, such entrepreneurialism has led to a series of crises which expose the limit of down-scaled governance. Inter-city competition exacerbates redundant infrastructure constructions; land encroachment drives ecological degradation; regional and social inequalities began to build up tensions between regions. Spatial plans are thus formulated in this context to serve a function to achieve up-scaled governance. We examine some recent practices in the Pearl River Delta and Yangtze River Delta plans to illustrate how there has been a subtle yet profound shift from the entrepreneurial mode of local plans to a more strategic spatial plan.

## ***The Spatial Pattern of Poverty and Deprivation in Transitional Chinese Cities***

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Reference: 261

Track 18: Spatial planning and development in China

Abstract: In transitional China, many of urban population experience poverty accompanying with the adoption of a market-based economy and the deepening reform of social welfare system since the 1990s. However, the current literature which is mainly concentrated on economic dimension and absolute poverty, neglects multiple dimensions of new urban poverty and the comparison of absolute and relative poverty. On the basis of a brief review of western literature, the paper provides a hypothesis that there exists a combination of urban poverty and deprivation in inner city and a separation in outer city in transitional socialist countries.

Firstly, as Guangzhou a case of spatial analysis, using the MLSP (Minimum Living Standard Programme) recipients data and fifth census data, the paper calculates comprehensive scores of multiple deprivations on the sub-district scale by factor analysis, educes new pattern by overlapping the spatial distribution of poverty and deprivation. One of new pattern is poverty-concentrated and multiple-deprived area which is mainly located in inner city, and the other are poverty-based area without deprivation and deprived area without poverty which are mainly located in outer city.

Secondly, in order to avoid ecological fallacy and prove the hypothesis entirely, the paper analyzes individual data from six cities and eighteen neighbourhoods' survey. The paper sets a threshold of deprivation in individual level by factor analysis and index judgement. Poor families in deprived condition are mainly from neighbourhoods located in inner city, and the location quotient of poor families without deprivation is higher than the average level in worker's village in outer city, and the location quotient of deprived families without poverty is higher in rural migrant's enclave in outer city. Thirdly, the paper argue that the mechanism of this new spatial pattern of urban poverty and deprivation is rooted in the uneven outcome of spatial policy both in socialist and transitional China. The uneven policy, consisting of housing policy, construction policy and regeneration policy resulted in different living condition of registered urban poor and rural migrants which led to spatial pattern different from that of western countries under market economy.

## ***Master Plan, Plan Adjustment, and Urban Development Reality under China's Market Transition: A Case Study of Nanjing***

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Track 18: Spatial planning and development in China

Rapid urban landscape and socio-economic changes in Chinese cities present challenges to one of the most important urban development guides required for all Chinese cities, the City Master Plan ('Chengshi Zhongtu-Guihua' in Chinese). Since the late 1990s, the adjustments of the twenty year City Master Plans developed by municipalities have integrated study results from several hybrid plans—such as strategic plans, spatial development plans, sustainable urban development strategic studies, or planning studies that focus on a specific area of a city. Those hybrid plans made by nongovernmental planning consultants have significant influences on municipal master plan adjustments. This paper examines the plan adjustments for Nanjing's Municipal Master Plan (1991-2010) that were conducted in 2001, and the integration of planning consultants' study results into the plan adjustment procedure. It is argued that master plans have become more market-oriented with their consideration of rapidly changing issues under marketisation, including: the city's regional competitiveness, inner city competitiveness and reorientation, polycentric development with various socio-economic development priorities for different centers of the city, and others. Meanwhile, physical and technical elements are still important, integral parts of master plans, which are a legacy of a planned economy. However, those elements are adjusted and justified in the master plan adjustment procedure, with some results that might deviate from the adjustment's expectations. The procedure of developing a master plan and its adjustment reflects the reality of conventional Chinese municipal master plan implementations, in transition to an era when urban development must be more market-oriented.

## ***Residential location, travel and energy use in Hangzhou Metropolitan Area***

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Track 18: Spatial planning and development in China

This paper presents the results of a study of influences of residential location on travel behavior in Hangzhou Metropolitan Area, China. Based on a combination of quantitative and qualitative research methods, the study shows that the location of the dwelling relative to the center structure of Hangzhou Metropolitan Area exerts a considerable influence on the travel behavior of the respondents. On average, living close to downtown Hangzhou contributes to a lower total amount of travel, a higher share of trips by bike or on foot, and lower energy use for transport. The location of the dwelling relative to the closest second-order and third-order center also influences travel, but not to the same extent as the location of the residence relative to the city center of Hangzhou. The geographical differences in travel behavior exist independently of residential preferences and attitudes to transport and environmental issues and can therefore not be explained by residential self-selection. Instead, a number of rationales for travel behavior identified in the qualitative interviews show important links in the causal mechanisms by which residential location influences travel.

## ***Who affects the spatial structure of Chinese city? A study of spatial change of 400 Chinese cities since 1990***

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Track 18: Spatial planning and development in China

Since 1990, China began to form a national regulation to implement the strict management of urban spatial expand. But as the matter of fact, Chinese cities experienced a period of rapid sprawl since 1990 to 2000. The management policy proved to lose because it ignored the diversity of cities distribute all around the country.

This paper stated nearly 400 Chinese cities, contains their population growth, land use changes and spatial structure shifts, since 1990 to 2000. These cities include mega-cities (population > 1,000,000), big cities (1,000,000 > population > 500,000), medium-sized cities (500,000 > population > 200,000), and small cities.

PS: This paper is one part of the research project of the Ministry of Housing and Urban-Rural development of China.

## ***Governance in China: A case study of urban development in Nanjing***

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Reference: 519

Track 18: Spatial planning and development in China

The transformation towards market oriented urban development in China has led to entrepreneurial governance. This paper aims to examine the role of non-governmental organizations in urban governance in China and investigate the responses of the non-governmental organizations (NGO) to the situation that the government ignores the social benefits and thus made the urban residents more resentful to the decision making process of spatial planning. A case study of the policy making process of one road extension in Nanjing is adopted to illustrate. In this case, NGOs play stronger role in this decision-making and the local government is not the winner in the confrontation with the related social stakeholders and exerts weak effectiveness at last. This paper provides some implications to the research of urban governance in China and suggestions to Chinese spatial planning.

## ***Applying Remote Sensing and GIS on Monitoring and Measuring Urban Sprawl - A Case Study of China***

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Track 18: Spatial planning and development in China

In this paper an approach to monitor and measure urban sprawl is described. The understanding on urban sprawl in China still rest on qualitative discussion instead of quantitative analysis. There is no clear answer to identify sprawl, evaluate the extent of sprawl or estimate the policy effect. The existing methods for measuring urban sprawl are mainly put forward within the context of Western developed countries. To find good methods for analyzing the spatial features and unique mechanism of urban sprawl with Chinese context is very important (Jiang Jiang, 2007).

Based on the project named 'Sustainable Development by Integrated Land Use Planning (SILUPI)', Jiangning County of Nanjing City is taken as the research area. Jiangning County is situated in the middle part of Nanjing City, the capital of Jiangsu Province, southern bank of Yangtze River with the geographic location 118°30'~119°25' E and 31°30'~32°00' N. The Qinhuai River flows into the Yangtze River from south to north. Jiangning County presides over 13 towns, including seven neighbourhood offices, the population is 845,500 in 2006 and the total area is 1,567 km<sup>2</sup>. Before 1980 Jiangning County was a traditional agriculture area, and in fact it was an important grain supply base for Nanjing City. Rapid growth of rural enterprises in Jiangning County started in 1980, the construction of economic and technical development zones accompanied by improved transportation facilities have resulted in remarkable changes in economic activities and in pattern of land use (Ju Jingsha, 1998). These activities lead to loss of most fertile cultivated land and the problem of urban sprawl is more and more serious.

On this background, the techniques of Remote Sensing and GIS are used to monitor and measure the urban sprawl in research area (Yeh et al., 2001; Barnes et al., 2001; Wei Ji et al., 2000; Heng Sun et al., 2007; Neelakantan, K et al., 2007; M. K. Jat et al., 2008). How to extract the urban development information from remote sensing image and how to monitor and measure the urban sprawl using remote sensing and GIS are worth to go deep into research. The main study contents of the research are listed as follows:

1. Remote sensing image information extraction technique is an important means to obtain urban sprawl information. The multi-temporal Landsat TM images were used in this research which cover whole Jiangning County to carry out the classification of land uses. Urban sprawl over the period of four different years was obtained from the classified images so that dynamics of urban sprawl could be known and the built-up area was extracted. The method of Maximum Likelihood Classification was used to classify the different land uses. Built up area was recognised and extracted from the images.

2. Considering the built up area as a potential and fairly accurate parameter of urban sprawl, built-up area was taken as an important indicator of measuring urban sprawl (H.S.Sudhira, 2004). According to the research result of Prof.Siedentop, there are three different types of indicators to measure urban sprawl, including density indicators, pattern indicators and surface indicators, these indicators cover the different dimensions of sprawl correspond with environmental, social and economic impacts of urban land use change (S.Fina et al., 2008). But these indicator values just were used for aggregated evaluation and mapping of urban sprawl in Europe. How to find appropriate indicators in the Chinese context is a big challenge. In this paper, different indicators were used to measure urban sprawl in research area of China. Firstly, sprawl in China can be regarded as non-agriculture with pattern of rapid, low-efficient and disorder growth towards to peripheral area. With this definition, different indicators were selected from different aspects to measure urban sprawl. Secondly, this measurement concept was implemented with technology of GIS. Finally, the calculation of indicators was carried out using GIS, and then final results of analysis were visualized as maps. On the basis of the calculation results of comprehensive indicators, the sprawl features of research area were identified.

## ***Beyond the Great Transition: Remarks on New Urban Strategies in Guangzhou, China***

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Track 18: Spatial planning and development in China

Market reforms have changed the Chinese urban landscape beyond recognition. In view of the amazing urban challenges, the new market led urban development model and related competitive urban development strategies have had remarkable results, including the capacity to house gigantic amounts of immigrants, to develop world class business environments and production landscapes, and to provide relatively adequate infrastructures. At the same time, new challenges are emerging. It is time to focus attention 'Beyond the Great Transition' of the 1980s, and study the emerging urban governance issues.

This paper will do so, using the Southern city of Guangzhou as its example. First, it will introduce the city and its urban history. Second, it will introduce the history of urban planning and urban governance within the city, with a focus on current competitive development strategies. Third, the paper will present four recent large scale urban projects: the new business district of Zhujiang New Town, Guangzhou Metro, the Star River housing estate and the Taikoo Hui mixed development. On the basis of these projects, the paper will then elaborate on the current planning challenges.

## ***A Housing Price Model for Determination of Control Index in Regulatory Plans for Chinese Medium-size and Small-size Towns***

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Track 18: Spatial planning and development in China

The paper describes the development of a model for analysing the relationship between the cost, value and profitability of different forms of residential development in China. A key issue for Chinese planners is the control of building heights and plot densities in the small-sized and medium-sized towns. Developers are reluctant to comply with the planning policies that require high rise and high density construction. This is because of the trending for higher buildings to incur higher unit building costs and lower unit values, thus reducing profitability. Planners need to identify the building form that offers the best contribution of cost and value. Using the Qujiang District of Quzhou city as a case study, this paper investigates how effectively the different hierarchies of plans may be implemented, in relation to the building form by interviewing the local government, residents and developers. The research suggests that planners' ignorance of the financial implication of policy for developers is a major problem. Model analysis demonstrates that there is a critical house price below which development of certain built forms become commercial unviable. This is a key cause of contravention of policy.

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