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Foreword

This Book of Abstracts is intended to serve as a valuable guidance for the 2005 AESOP Congress, enabling the participants to organise their schedules for "The Dream of a GREATER Europe".

The book in hand can serve as a quick reference to the main aspects of the many different issues arising for the planning profession in Europe within the unification process. But in a deeper sense, it is also intended to represent a focal point, a key node in the network of communication among the many disciplines which have their part to play in the challenges of the enlargement process.

Due to the variety of topics addressed as well as the large number of abstracts we received, the abstracts are structured by topic in the main tracks and by alphabetical order of the author's surname within each topic. An alphabetical person index at the end of this book will assist you in finding articles.

On the basis of the general theme "The Dream of a GREATER Europe" and 15 thematic tracks including detailed track statements, the conference received over 500 abstracts from 45 countries worldwide. The abstracts were blind-reviewed by an international jury consisting of 29 track chairs and additional anonymous readers who scored the papers and entered more than 700 reviews and comments, thus making an essential contribution to scientific quality assurance. The jury members were assigned in accordance with their fields of expertise and the papers' keywords. The scores were used as the basis for selecting papers for the conference. Reviews and comments were delivered to the authors in order to improve the quality of the full papers. Authors could select between the following further procedures for submitting full papers:

– Best AESOP Congress Paper Procedure: as part of a general effort to promote the submission and dissemination of high quality congress papers, AESOP in cooperation with the local organizing committee organized the first "Best AESOP Congress Paper Competition" - full papers had to be sent in via the electronic submission interface;

– AESOP Optional Standard Procedure: full papers had to be sent in via the electronic submission interface;

– AESOP Standard Procedure: full paper is to be delivered at the conference.

A total of 410 papers are now being presented; many of these contributions brought new knowledge and/or extended and improved on the previous status of information. While we have made every effort to achieve uniformity of style, the presented results and the final shape of the manuscript remain the sole responsibility of the presenting authors.

Two Chairs were responsible for each Track (namely: Andreas Faludi, Karina Pallagst, Simin Davoudi, Walter Schönwandt, Stanley Stein, Marco van der Land, Jens S. Dangschat, Rachelle Alterman, Benjamin Davy, Marcel Bazin, Alex Fubini, Angela Hull, Luca Bertolini, Alan Reeve, Ivan Stanic, Klaus R. Kunzmann, Mervi Ilmonen, Jørgen Amdam, Garri Raagmaa, Alessandro Balducci, Louis Albrechts, Bohdan Tscherkes, Andreas Hofer, Bob Martens, Andrew Roberts, Gerlind Weber, Norio Okada, Wilfried Schönbäck), the task of each being to substantiate the thematic approach of the respective Track within his/her scope of discretion. We greatly appreciate the intensive cooperation and excellent support! We would also like to express our sincere thanks to the reviewing team for shepherding these abstracts to publication.

The whole submission and reviewing procedure was supported by an electronic database. A simple version of the current AESOP2005 solution was made available in 2001 and went through a process of continuing improvements/adaptations. The solution was customized for the IAPS 2004 conference within the framework of the SciX project. The contributions to AESOP'05 Vienna (including full papers as far as available) are accessible via this system. The local organizing team would like to thank Tomo Cerovsek of the University of Ljubljana who developed and customized the system and Bob Martens of the Vienna University of Technology for their wonderful support.

Finally we would like to thank Werner Tschirk for his careful editing of the contributions to this Book of Abstracts.

The production of this book was the result of a trans-European effort based on the inter-active work of various scientists. We are convinced that the lively discussions stimulated by the presentations during the Congress will set the course for our work in the remain-ing years of the unification of Europe and also for the future of AESOP itself. In this spir-it, we would like to welcome all participants to the 2005 AESOP Congress in Vienna.

Andreas Voigt and Arthur Kanonier
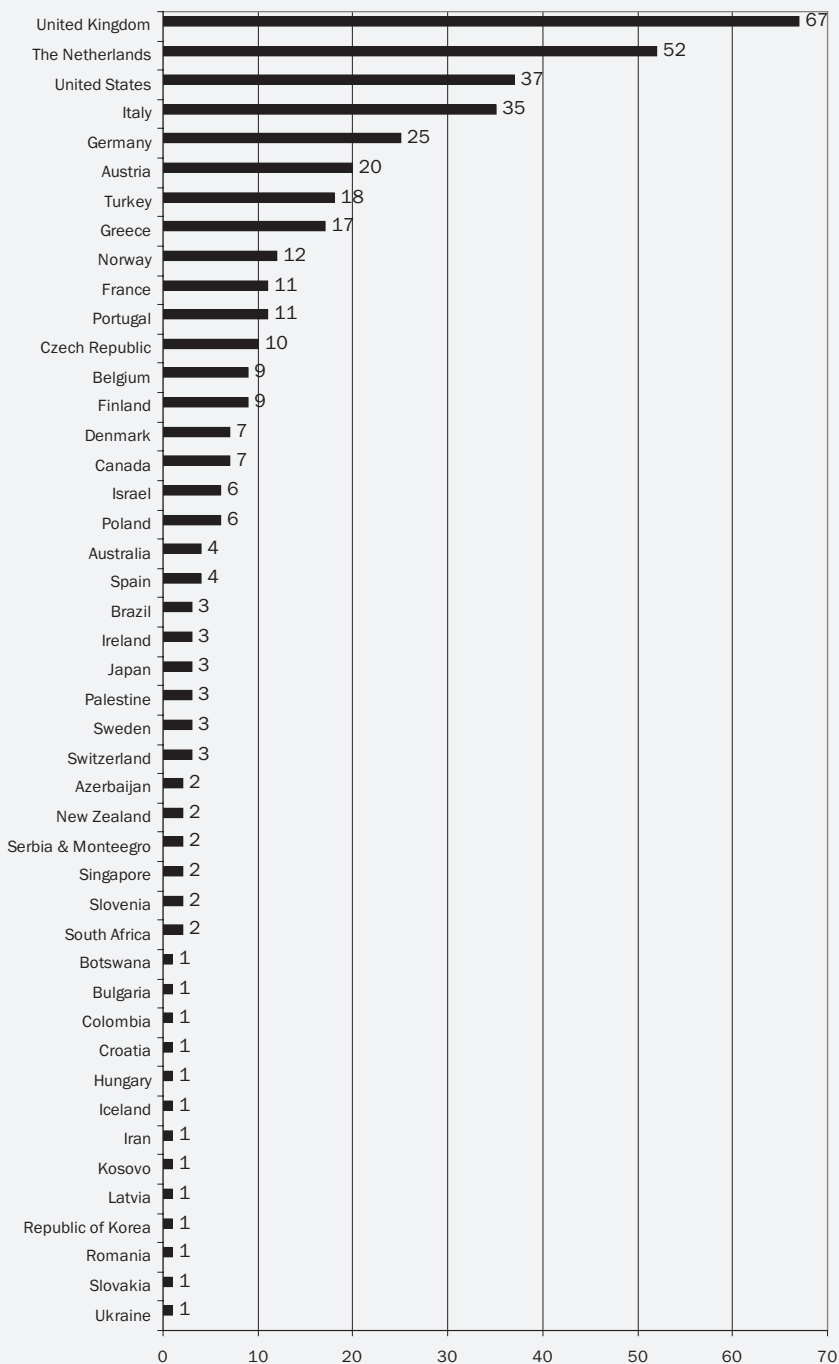(on behalf of the AESOP´05 Local Organizing Committee)

AESOP'05 Reviewing Team

Thanks are due to the members of the review committee who have served in the refereed blind review procedure:

Alan Reeve | Oxford Brookes University, UK
Alessandro Balducci | Milan Polytechnic, Italy
Alex Fubini | Politecnico di Torino, Italy
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Arthur Kanonier | Vienna University of Technology, Austria
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Walter Schönwandt | University of Stuttgart, Germany
Wilfried Schönbäck | Vienna University of Technology, Austria
Wolfgang Jung | University of Stuttgart, Germany

Origin of Abstracts

The AESOP'05 Vienna Book of Abstracts contains a total of 410 paper abstracts from 44 countries worldwide (only first-listed authors counted).

Country	Count
United Kingdom	67
The Netherlands	52
United States	37
Italy	35
Germany	25
Austria	20
Turkey	18
Greece	17
Norway	12
France	11
Portugal	11
Czech Republic	10
Belgium	9
Finland	9
Denmark	7
Canada	7
Israel	6
Poland	6
Australia	4
Spain	4
Brazil	3
Ireland	3
Japan	3
Palestine	3
Sweden	3
Switzerland	3
Azerbaijan	2
New Zealand	2
Serbia & Monteegro	2
Singapore	2
Slovenia	2
South Africa	2
Botswana	1
Bulgaria	1
Colombia	1
Croatia	1
Hungary	1
Iceland	1
Iran	1
Kosovo	1
Latvia	1
Republic of Korea	1
Romania	1
Slovakia	1
Ukraine	1

Tracks and Number of Abstracts per Track

The abstracts are included in 15 thematic tracks:

Track 1: Transnational and International Planning

Track Chairs:

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List of Abstracts for Track 1

Statement of Track Chairs

Naturally, at the 2005 Annual Congress of AESOP "The Dream of a GREATER Europe", to be held on July 13-17, 2005 in Vienna, there will be a follow-up to the previous tracks dealing with transnational and international planning. Given the geopolitical position of Vienna, we as the track chairs expect more papers to address the momentous developments in the wake of the enlargement of the European Union. In particular, we hope for papers from the perspective of the new members.

Another important development is the re-casting of European spatial development policy as territorial cohesion policy. At Volos, Leuven and Grenoble, papers in our track already paid attention to this aspect, but in Vienna we expect this to take on such proportions that a separate track on "Territorial cohesion and spatial planning" seems to be warranted. Add to this the fact that researchers at planning schools around Europe are now actively engaged in exploring aspects of territorial cohesion in the framework of the European Spatial Planning Observation Network ESPON.

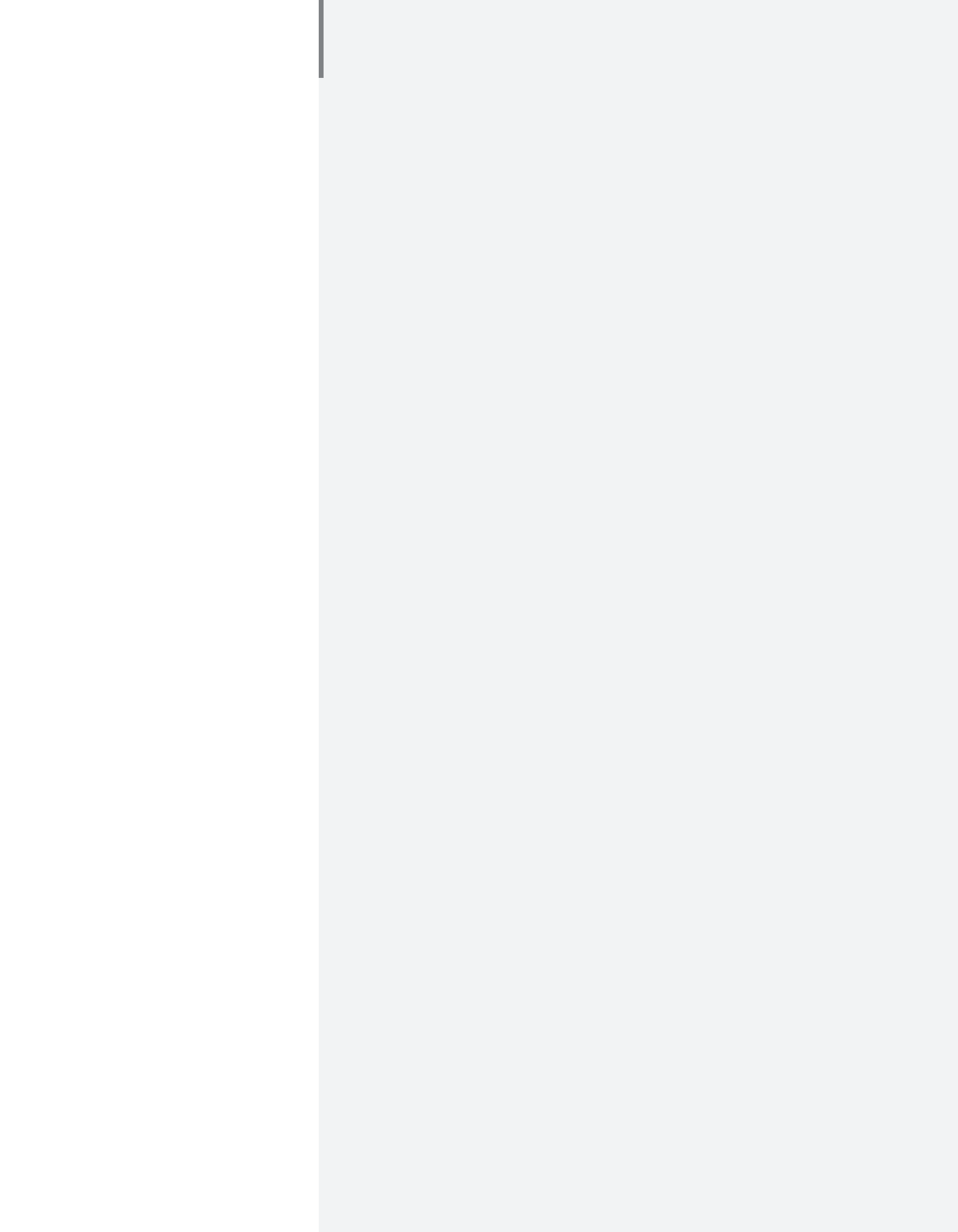Thus at Vienna there will be a complementary track to ours on "Territorial cohesion and spatial planning". To ensure optimal co-ordination, Karina Pallagst will not only chair our track but also co-chair the other one together with its initiator, Simin Davoudi. The three of us will jointly agree on where to allocate papers submitted for both tracks. The Local Organising Committee have agreed to schedule sessions in both tracks in such a way as to minimise overlap, the intention being that participants, if they so wish, can attend both complementary tracks.

As to the transnational and international planning track, the focus as before will be on how planners and other stakeholders in spatial development reach across borders to formulate joint strategies for tackling problems in an interconnected world. Although contributions relating to other parts of the world will be welcome, the focus will naturally be on Europe, hopefully with an emphasis on the new members.

By the time of the Vienna conference we expect the discussion to be in full swing, not only on territorial cohesion, but also on the future of the Structural Funds for the Programming Period 2007-2012. Not only that, there also needs to be discussion on the future of ESPON, then only about 18 months away from its conclusion at the end of 2006. ESPON has acquired remarkable momentum, gathering hundreds of researchers around Europe in a co-operative enterprise which cannot fail to generate many interesting results with implications for European territorial governance which should feed into the transnational and international planning track.

The perspective for the Community Initiatives, in particular Interreg, is also changing. Like ESPON, Interreg III will by then be close to completion. In the third Cohesion Report, the Commission proposes to devote part of the mainstream Structural Funds to a so-called "co-operation" objective, which rather suggests that this programme, important as it is for transnational planning, will continue, albeit in a different form. The track chairs encourage submissions of papers resulting from Interreg projects, but also critical discussions of the programme itself and its future.

The co-chairs invite you to consider submitting an abstract under these or any other headings you deem relevant to the overall theme of transnational and international planning. They encourage you to discuss with them any ideas you might have, even before the period for abstract submissions (December 1, 2004 – February 20, 2005). Also, we as co-chairs would appreciate receiving copies of the abstracts sent to the Local Organising Committee.

The co-chairs also wish you to know that AESOP is creating a thematic work group on transnational and Cross-border planning, with Dr. Jochem de Vries of the University of Groningen, a frequent participant in our track, as the convenor. The co-chairs view this initiative as complementary to this track. In fact, it represents a recognition of the quality of the work of participants in this track who have contributed regularly and cumulatively and who now have the opportunity to put their co-operation on a more permanent footing. For further particulars please contact Dr. De Vries directly (j.de.vries@frw.rug.nl).

European Union Spatial Organization – Southern and Eastern Perspectives

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In the past decade we observe that the economic and social developments have been influencing all countries globally on various levels, and every country experiences this fact differently.

Industrialized countries have been trying to restructure their regional policies in order to ensure the mobility of their capitals and the stability of the markets. These developments are in fact related to the market search of the manufacturing industry developing within the frame of global economic facts.

From this perspective, significant developments can be observed in European Union member countries today.

The large metropolises of Europe have been taking on new international sector related roles, and important central urban networks are being established within this hierarchical ranking, and through the required development of infrastructure systems. Although the functions of some of the metropolises have been changing, these are still trying to secure their place within the European Spatial Organization quickly, as centers that complement each other on various fields.

This regional spatial organization is based on the idea of joining the new production and consumption relations on a regional and local, as well as on a global level. These locality facts that are created by capital mobility are causing quite important changes and developments in the macro form of regional, local and furthermore urban settlements in the European geography.

Both the new dimensions of organizational transformations of the establishments that belong to large industry and services sector in various geographic regions, and the globalization embracing large-scale socio-economical, cultural and political policies and European Union are reflected on the physical spaces as a new planning model starting at the regional level and gradually involving metropolises.

This fact is clearly proving that the European continent is altering its economical and political map. While the global financial market is developing rapidly, a continental unification is reinforced through the maintenance of regional socio-economical balance in our times.

This driving force is becoming widespread in the entire European continent, rapidly attaining maturity since 1990's, and than spreading through the countries of European Union members in variable speeds, depending on their potentials.

Within this frame, the ever growing metropolises within the European geography are functioning as centers where mostly technological information and financial decision making is taking place, and trade dealings on a national and international level are regulated and managed.

What's important here is these metropolises' potential of being a part of the European mosaic, depending on their capacity of maintaining their harmonious cooperation policies in the areas of technology, economics, social issues, transportation, and communication within the country, as well as in regions outside their borders.

Within this content, we can describe the attribute of the cities' being a metropolis as being large cities that function as the focal point of regional, national, and international networks that contain the basic economic activities of the country, and furthermore as the crossroads of production and data processing networks, as well as their recognition as technological, financial and cultural centers.

It can be observed that these metropolises are characterized as places where:
– international production and services are monitored,
– global financial activities are established and managed,
– multi-national companies are based,
– research and development activities are originated and distributed,
– raw and processed materials of international importance are
manufactured and distributed,

– a tourism sector, which is based on internationally significant natural and cultural resources, is developed,

– important focal points of international transportation system is found.

These metropolises display their identities as centers functioning as continental and global management and regulation with their sector based distribution model and physical infrastructure.

The fact that all this improvement and development process within the scope of this European Union's socio-economical spatial organization has not developed especially the southern and eastern European countries in the same way and quality, is the main focus of this report, and proposals regarding further development and integration will be discussed by focusing on eastern countries within the frame of EU membership. Therefore in this article, the subjects of strategic planning policies and the redefinition of globalisation and localisation in southern and eastern countries will be discussed within the context of sustainable ecomomic-ecological and socio-economic resources.

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Integrated Planning of the Coastal Zone in Mediterranean:
The Case of Adriatic and Ionian Macro-Region

Coastal Zones play an important role in the development of many human activities and have a substantial influence on the economy of the corresponding hiterland. Coasts are the most complex, vulnerable and sensitive natural ecosystems, the management of which presents various problems and difficulties. Therefore, there is a particularity in these areas, imposing that the issues of their protection, management and development should be dealt accordingly.

In Central Mediterranean (Adriatic and Ionian Space) especially, the coastal environment is already suffering serious negative changes and in some cases irreversible alterations. The comparative advantages and the fragile equilibrium of some coastal zones have been seriously undermined, and the most important natural elements (for example the wetlands) are threatened with extinction because of uncontrolled human interventions. On the other hand the experience from the EU programs and projects proved that implementing sustainable management and development of the coastal zones is a difficult operation. Therefore, there is a great need for a coordinated action on transnational and international level.

The aim of this work is to give a concise but comprehensive image of the planning policies followed in the last decade in Central Mediterranean (Adriatic and Ionian Space) by national public agencies and bodies, responsible for the protection of the coastal zones, in the framework of the EU relevant policy. Furthermore, the paper investigates the possibilities of transnational and cross-border co-operation between all neighbouring countries of the above mentioned area

More particularly the problems of the environmental degradation brought about by human intervention in the post-war period are examined, as well as the pressures from intensive development activities in the coastal zones. Also, references are made to the national institutional frameworks, to the legal instruments and the administrative mechanisms in particular, used for the implementation of the planning projects and studies elaborated in the same period.

The paper, in the light of the elaboration of an Interreg project (IIIB/MEDOC UrbaCost) investigates the possibilities of establishing a transnational network of all involved actors (central governments, local and regional authorities, social and scientific bodies, research institutes, NGOs) in order to elaborate a common strategic plan. Besides, the paper argues of a substantial implementation of the recent recommendation (Common Decision of the European Parliament and the Council) concerning the Integrated Coastal Zone Management (ICZM) based on the European Strategy (COM/00/547) adopted by the European Union in 2002.

Challenges and Opportunities for Integrated Spatial Development in
Cross-Border Areas of Croatia and Serbia – Recent Trends and Future Prospect

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Today, one of the most challenging tasks and underlying potential for sustainable spatial development of Croatia and Serbia is their regional and local co-operation in cross border zones of Danubian region. Efforts to incorporate integrative spatial components are not adequately addressed in national physical plans of these two countries due to circumstances caused by recent war situations, socio-economic and political instability. However, numerous European initiatives in the form of policies and strategies are seeking to comprehensively guide transitional planning stakeholders in their ways to re-establish spatial links and became a part of the European Union.

The incorporation of information on common areas of spatial integration and trans-regional cohesion might benefit both countries and local governments in Danubian corridor, particularly in the process of physical and environmental plans preparation. This will require readjustments of implementation practices, monitoring and plan reviewing. In addition, the most demanding issues will also be how to sensitise public, attract investments, protect environment and develop private/government partnerships. The introduction of integrated spatial development solutions will call for transparency and harmonisation inter and intra regionally. Then, the concept of sustainability which is "guiding principle" in contemporary planning debates will make a sense for negotiators around Croatian, Serbian and European table. Through continuous controlling, the working methodology proposed in European spatial planning guidelines can be applied by planning officials and political decision makers in two neighbouring countries.

Notwithstanding, the aim of this paper is to explore challenges and opportunities in implementing recent European proposals for future integration of Croatia and Serbia into larger spatial networks and systems. An analysis of important factors, goals and objectives, as well as national and international pressure forces will be covered through empirical evidence and suggestions leading to acceptable solutions for all parties involved. The experience so far indicates that Croatian counterpart is showing more readiness for acceptance of strategic tools, comparing to Serbian side that is still struggling in its political legacy being less able to cope with pro-European and western orientation.

The purpose of exploration will also be to recommend how to include integrative policies and strategies approach into regional and local plans in Osijecko-Baranjska Zupanija (Croatia) and Backa and Srem (Serbia) which cover territories along the bordering river of Danube. Such a systematic regional management approach can contribute enormously to solving the core problems that hinder the development of Serbo-Croatian Danubian corridor towards integration and sustainability. Clear targets and GIS based indicators can assist in screening the progress, weaknesses and potentials of strategic planning which is offered as a tool to individual and group stakeholders and representatives from governmental machineries.

Integration and Cross-Border Opportunities.
Exploring the Twin Towns Along the Italo-Slovenian Border

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The purpose of this paper is to describe the characteristics, intensity, and the different forms of cross border connections along the Italo-Slovenian borderline, which became the internal part of European Union on May, 1st, 2004. This paper focuses on a review of the EU approach on urban and regional planning issues in border countries, with particular reference to connections along the Italo-Slovenian border, it summarizes the effects of the EU enlargement and draws the future development for two "twin" towns along the borderline: Gorizia (Italy) and Nova Gorizia (Slovenja).

Discussion concentrated on aspects of borders that are peculgar to co-operation and

stem from the contradictory separation or partial unity of politics and territory along the borderline.

In the course of the research I've done and I'm going to illustrate shortly, I concentrated on opportunities of transboundary connections of the people living near the border, especially focusing on temporal changes of cross border traffic and its reasons, furthermore the legal and illegal spheres of commercial and other relations that basically determine the subsistence of the people in this region. This research doesn't make an effort to simply illustrate the current situation, but tries to present the main trends of co-operation.The main changes of the cooperation are emphasized by their efforts on the conditions of residence, learning, employment, etc. For this reason the future environment of two towns such as Gorizia and Nova Gorica has to be addressed to a reciprocal benefits system about economics, social and services matters. The main problems of research are: Gorizia and Nova Gorica are linked and the kinks between the two towns depends on common actions. They are connected because there have connected problems (water system, sewer system), common history (till 1945, especially till 1918), common division (it has been taken 50 years, and the border was its consequences).

This research presents a review of the general EU approach on urban and regional planning issues in border countries, with particular reference to the reinforcement actions of the municipal board and their governance effects.

Gorizia and Nova Gorica are a clear example of town divided by a border. They are places where state borders have divided up the territory in an unnatural manner, as a result of power decisions. Towns separated by borders can easily provide those models of the co-existence of different peoples that Europe needs to contribute to the civilisation it has created. These towns are forced to find an optimal quality of social life in a balance between populations with different languages and cultures within the towns themselves, as well as in a balance between economies.

The research about analysis of ways of being "twin towns" takes its starting points from the intention to understand the reasons of being "twin towns", or "dual towns", to indicate what these towns can give each other and to observe the closest co-operation between cultural associations, public organisations, hospitals, trade unions. From this research some conclusions have been drawn: the view of the town as a present community, as a historic community with a past that is reflected in its architecture and urban layout as well as in its life-style, and the view of the town as a unifying element connected with other side of the bolder and with Europe.

The main connections between these towns are: the development of a concept of enlargement, the territorial continuity that leads to the rarefaction of urban systems and town borders, the economic choices of the political and local system, and the organisation of daily life easily leads to international relations: the actions of private individuals lead to public actions. In conclusions the factor that Gorizia and Nova Gorica have in common is especially their daily life and is this system of social relations that contribute to integrate both towns. From this point of view Gorizia and Nova Gorica can be seen as containers of new approaches to public policies, in which the basic element is change, understood as a continuous search of solutions, new relations and new forms of policies.

Measuring the Added-Value of Transnational Cooperation in Spatial Planning? The Monitoring and Evaluation of INTERREG Programmes – Current Approaches and Future Challenges

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This paper will contribute to the discussion on the achievements of the INTERREG programme by critically assessing how the evaluation and monitoring of transnational cooperation have been carried out to date. European transnational co-operation on spatial planning issues has developed in two parallel and complementary ways. EU member states first started a joint reflection on the development of an integrated long term strategy for the development of the European territory at the end of the 1980s, whose outcome was the European Spatial Development Perspective endorsed in 1999. At the operational level, cross-border and trans-boundary co-operation programmes in the field of spatial planning such as the INTERREG Community Initiative were set up. These programmes do not represent a big share of the Structural Fund budget in quantitative terms; it is nonetheless expected that transnational cooperation will bring about a real "added-value" in pursuing the goal of territorial cohesion and spatial development of the European territory.

The monitoring and evaluation of programmes is a Commission requirement and is subject to a number of set rules and guidelines. However, the monitoring of transnational cooperation programmes and the evaluation of their achievements – both at programme and at project level – raise a number of methodological and practical difficulties. These difficulties can be broadly classified into three categories:

1. Difficulties related to the evaluation of Structural Funds Programmes in general: methods, indicators, process and timing, quantitative approach at the expense of qualitative analysis...

2. Difficulties related to the trans-boundary, transnational nature of cooperation programmes and the related methodological and practical challenges: Traditional evaluation methods used by the Commission stem from the "mainstream" Structural Funds and are not necessarily adapted to the specific characteristics and objectives of INTERREG programmes. In particular, how to "measure" and evaluate the degree, intensity and added-value of cooperation between different stakeholders across national borders?

3. Difficulties related to the measurement of progress towards "territorial cohesion" and spatial planning related goals.

The various stakeholders involved in transnational cooperation programmes and projects have all been confronted with the challenges raised by the need for sound evaluation and monitoring at various points in time. This paper will concentrate on the transnational INTERREG IIB (formerly IIC) programmes and will address the following issues:

– How have monitoring and evaluation been integrated into the INTERREG Programmes so far, at Programme and at project level?

– Which methodologies have been used?

– What are the views of the different actors and stakeholders involved in the process on the objectives, methodology and tools of monitoring and evaluation – the European Commission, Programme Monitoring Committees, Technical Secretariats, project promoters, co-financing bodies, planners, the wider public?

– How can we measure the success of transnational cooperation, both as a process and in terms of its impact on territorial cohesion? What type of methodologies, criteria and indicators exist or can be developed?

– What lessons can be learned from the shortcomings of past and current practices and from recent ESPON research on territorial indicators for the future "European territorial cooperation" Objective of Structural Funds post-2006?

On 14 July 2004 the European Commission adopted a set of draft legislation for EU Regional Policy for the period 2007 – 2013. Building on the experience of INTERREG, the Commission has proposed to "mainstream" the INTERREG Community Initiative into a new objective for "European territorial cooperation" to support the harmonious and

balanced integration of the territory of the Union through co-operation at cross-border, transnational and interregional level. In its proposals, the Commission has put renewed emphasis on the need for evaluation before, during and after the end of the programmes to maintain quality. The paper will therefore conclude by outlining the key challenges for the evaluation and monitoring of the forthcoming generation of transnational cooperation programmes in light of the past experience under INTERREG IIC/IIIB, of the recent enlargement of the EU and the shift towards the so-called Lisbon and Gothenburg agenda.The paper will bring together rigorous academic analysis and first-hand experience of the management of transnational cooperation programme: Monica Tanaka, an urban sociologist, has been Project Developer for the INTERREG IIC/IIIB North-West Europe Programme since 2000 and has in particular dealt with monitoring issues at Programme and project level; Claire Colomb, a planner by background, also worked for the INTERREG IIIB North-West Europe Programme for three years before becoming a lecturer at the Bartlett School of Planning, teaching and researching on European spatial planning related issues."

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**Cross-border Capacity Building for
Territorial Governance in the Rhine-Scheldt Delta**

Spatial planning as a process of critical thinking about space and place which forms the basis for action and intervention is one of the fundamental modes in which societies actively try to change the meaning and impact of borders. It may come as no surprise that in practice spatial planning is frequently chosen as a mode to improve cross-border co-operation.

By forming a cross-border network organisation a number of governments and non-governmental organisations in the Rhine-Scheldt Delta in concert try to diminish the influence of the border on their operations. While the activities of this network are divers, the core approach is very much influenced by spatial planning practices in the Netherlands and Flanders. This implies a preference for comprehensive planning (by means of a comprehensive plan), in which a wide variety of spatially relevant issues are addressed in the desire to reach an integrated area-based policy. The analysis of the cross border co-operation in this area, shows that the pre-conditions for a meaningful comprehensive plan are lacking. The most elementary pre-condition for such planning being some sort of basic consensus (or the outlook on a successful consensus building process) on how to perceive the desired spatial structure of an area.

As a result, the task for such a cross-border network is much more creating the pre-conditions – to deal with cross-border issues when they arise. This way spatial planning as cross-border co-operation becomes a process of institution building or capacity building, in which "the concept of institutional capacity refers to the overall quality of the collection of relational networks in a place" (Healey, 1997, p.61). This paper explores the particularities of capacity building in cross-border regions, with particular attention for the role of spatial plan making.

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Is Europe Just a Dream?
Pessimistic View of the Current Spatial Planning Issues in Serbia

The story you are about to read is all about the never ending "muddling throw" towards the Promised Land. In the spring of the 2005 it seems like Serbia is further away from the European family, than it was at the end of the 20th century, following the democratic coup d'etat. In the dawn of the new millennia, the expectations were great and the enthusiasm contagious. Until the winter of 2003, Serbia did make a Great Leap Forward. Hellas, it wasn't meant to last! "Know-how" experts from all over the Europe suggested us that stopping is to be expected after the first period of reform according to the experiences in other former socialist countries which entered through the doors of transition. But this stopping doesn't look like any other difficulty described in any other published books or articles about the process of transition. On the one hand, it seems that Europe doesn't have a strategy to follow concerning Serbia or any other country of the Western Balkans. There is no date (Bulgaria and Rumania are blessed in that manner) and the promises are becoming so thin that they look like "the smoke on the water". On the other hand, the absence of a state founded on the rule of law, the involvement in numerous regional conflicts, several hundred thousands of refugees and the ultimate NATO campaign resulted in substantial erosion or even collapse of the economic, social and overall societal development of Serbia. Consequently, the long isolation of the country and the non-existence of the legitimate and articulated questioning of pivotal regional problems placed us to the rear in respect to the transition process and hence the process of European integration. Thus the statement "the country is not in a process of transition but rather in a state of deep crisis" notwithstanding the changes in the last four years, echoes ominously within the planners' community.
Especially the demand for "more governance, than government", which in the recent period has influenced the engagement of the public authorities at all planning and governance tiers in the European Union – the supranational, the national and the sub-national – went down unnoticed in Serbia. Two diverging processes are discernible in the formation of a new planning system today. On the one hand, the forces of the previous administrative and political apparatus continue to obstruct the transitional changes as powerfully as they can. On the other, the newly formed administrative machinery lacks the human and financial resources essential to realise fast and efficient changes and embark seriously and systematically upon the transition process. There is yet a deficit of a system legislature which would set the legal and institutional framework on a sound basis for a more advanced and efficient approach to planning. This refers especially to the still lacking regional tier and uncertain levers of regional development, the complex problem of denationalisation and land property rights. Such legal deficiencies largely influence the investment eagerness of domestic and foreign investors hampering the rather slow development.

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Relevance of the Lisbon Strategy for the Evaluation of EU Structural Funds after 2006

Beginning with 1 January 2007 a new programming period of the European Structural Funds is going to start (2007-2013). The negotiations about the contents and the regional structure of the funds are still in progress, but the European Commission has already published her thoughts in the Third Cohesion Report and in some draft regulations (KOM 2004/492; KOM 2004/493; KOM 2004/494; KOM 2004/495).
Main elements of the Commission's proposal are the concentration of funding for the least developed regions and Member States, the thematic concentration on the strategies of Lisbon and Gothenburg as well as institutional capacity building (KOM 2004: XXXVI). The Commission is willing to introduce new priorities to strengthen the regional competitiveness and the employment, following the Lisbon Strategy and therefore mainly

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promoting innovation and the knowledge society (ERDMENGER; ZIEGLER 2004: 327). Besides the textual change of the funding, the Commission's proposal is making clear, that the evaluation of structural funding is - as it has been in the past programming periods - a necessary condition to achieve the quality standards of funding. This means that ex-ante-, mid-term- as well as ex-post-Evaluations remain obligatory (KOM 2004: XXXVII). If the plans of the commission happen to turn into law on 1 January 2007, the financial and thematic importance of Innovation related actions will increase as well as the political requirement to measure and value their effects. At present a complete and consistent evaluation of the funding-effects can not necessarily take place, because of a lack of statistical information on the regional level as well as difficulties in comparing the regions' funding achievements (e.g. TOEPEL 2000: 400; BEYWL; TAUT 2000: 359). These problems are especially true for the evaluation of innovation related actions, because the general problems are accumulated with problems of the measurability of innovation (PERRIN 2000: 5ff; DIEZ 2001: 912ff; AUTIO 1998: 132).

First goal of this paper is to point out the necessity to evaluate the thematic achievements of innovation related actions against the background of the Lisbon strategy, stagnant budgets, still increasing economic problems in the Member States and the need of the Enlargement States for economic adjustment. Secondly this paper aims to contribute some principles how an effective and comprehensive evaluation of innovation related actions could be shaped.

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Borderscapes, the Influence of National Borders on European Spatial Planning

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Political ideologies have affected architecture since earliest times. Government buildings and urban ensembles reflect not only the zeitgeist but also the political climate at the time of building. They enable those in power to immortalize their ideology and encourage their subjects to identify with them. Yet almost no research has been done into the influence of such state-related ideologies as patriotism and protectionism on national spatial planning.

This essay seeks to establish whether this crystallization of political ideas reaches as far as national planning and if so, what consequences it might have there. An attempt to make sense of a European patchwork of 45 states with differing political systems, traditions and alliances requires case studies, new classifications and recommendations on a continental scale. The best places to carry out such research are border areas, the fault lines between political entities. Generally speaking this research is confined to Europe and to the large-scale developments in particular. As Europe continues to integrate, it becomes increasingly necessary to remove barriers on every scale to deal more efficiently with the available resources and facilities.

We shall describe the distortions borders bring to the built environment or nature as "border solidifications" or borderscapes. Borderscapes can find expression in various ways:
1. As natural barriers.
2. As landscape patterns.
3. As statistical irregularities.

Our main concern here is with the last-named manifestation of borderscapes, not just because this is virtually unexplored territory but because it involves political forces that are naturally subject to change. For convenience's sake we can divide it into four categories: nuisance, legislation and prosperity, competitive position, and finally national defence and cultural differences.

Examples of borderscapes are the allocation of nuclear power plants along national borderlines or the concentration of certain markets or informal economy along a border. Of special interest are the political conflicts that happen to arise as soon as one country's spatial planning is influencing the neighbouring country. The arguments used between two states tend to be very weak in relation to their own behaviour.

This study (in progress) is analysing all borderscapes in Europe, in order to make them comparable and judgeable. Besides an analysis of the current borderscapes, it is giving an indicatition of the possible future changes in borderscapes. The ever changing borders, border alliances and political systems will have a significant impact on the European spatial planning.

Recommendations from European local experts are needed to complete this study!

**The Future Development of Tallinn, Warsaw,
and Budapest as Part of the Polycentric EU Headquarters' Network**

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A long-imagined formal union of European countries became a political and economic reality in the decades following World War II, when the Cold War opposed the capitalist West and the communist East. Its current incarnation, the European Union (EU), emerged as part of the Western block with West Germany being the Eastern border country. In contrast to its member states, most of which have a single capital that serves as the symbol, the EU has not been able to decide on a single headquarters. Instead the EU has opted for three headquarters cities-Brussels, Strasbourg, and Luxembourg-that share the main institutions. Since the 1990s, the EU has broadened the number of host cities to twenty by establishing newly created decentralized agencies on the periphery of its territory. Ten new member states that were part of Eastern Europe have joined the

European Union (EU) in 2004. Their major cities position themselves to play a part in the emerging polycentric EU headquarters' network, challenging existing city hierarchies and spatial structures. The resulting regional rebalancing leads to important spatial changes and the need for comprehensive European, national, regional, and local land policies in accordance with the polycentric spatial development of the EU.

This paper examines spatial and land policies, made by the EU and the Council of Europe for the integration of the new member states, and studies the policy initiatives undertaken by selected major cities in the new member states in order to establish themselves in the European city network as possible hosts to EU functions. The research examines specifically the urban policies of Tallinn, Warsaw, and Budapest, three cities that appear particularly well situated for the location of EU administration headquarters. Tallinn, the capital of Estonia and northernmost city of the new member states is a strong contender for Baltic harbor functions, challenging Helsinki, the Finnish capital that has held the role as the gateway to Eastern Europe. The city also stands out as a possible location for a European decentralized agency on the Northeastern periphery. Warsaw, the capital of Poland the largest new member state, emerges as a challenge to the German city network and an attractive site for EU functions. Budapest, the capital of Hungary is one of the southernmost new member state cities and forms the most important link to the three new applicant countries. In conclusion, the paper analyses the integration of the three new capitals into the European urban network and their opportunities as headquarters of EU institutions.

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**Exploring the Boundaries of
Spatial Planning in Africa**

In this paper, which is located firmly in the African dream as reflected in NEPAD some conflicting and (re)new(ed) roles and interpretations of spatial planning and territorial cohesion within the South African and African context are presented in Part 1, and in Part 2 parallels to similar initiatives in the European context are drawn, and some key trends, learning, innovations and questions regarding possible roles of spatial planning and territorial cohesion, from an African perspective, are highlighted.

Current policy, planning and research arenas that will form the basis of this exploration into the role of spatial planning and territorial cohesion in Part 1 of the paper, are: (1) studies, assessments and initiatives in South Africa over the last five years suggesting that multi-level governance harmonisation and alignment could best be achieved by putting in place a common platform and spatial guidelines/principles for infrastructure investment and development spending; (2) the range of continental and macro-regional plans, strategies, policies and projects carefully tailored as part of the NEPAD initiative, seeking pragmatic answers to deep-seated inter-regional problems, such as endemic poverty, joblessness, food scarcity, resource conflicts and increasing marginalisation in a globalising world. Initial explorations of these supra national planning instruments, suggested a sectoral focus and none, or extremely limited attempts at or beliefs in planning instruments aimed at territorial cohesion and/or regional, continental and cross border spatial planning; and (3) the concept of "developmental peacekeeping" as an alternative approach to peacekeeping, developed in response to the challenges faced by the African continent. This concept challenges the ability of traditional approaches to peacekeeping to understand and address the full extent of war economies, resource-based conflict, human security and post-conflict reconstruction. On the one hand, it implodes peacekeeping, peace building and peace enforcement, whilst on the other hand its aim is to create a peace dividend through introducing accelerated capacity building and socio-economic development projects in conflict or post-conflict scenarios, before complete disarmament within the context of post-conflict development and reconstruction and identifying the need for planning instruments to facilitate territorial cohesion and multi-

governance co-ordination in infrastructure investment and development spending within a regional context. The key questions and learning in Part 2 will inter alia explore underlying reasons and challenges regarding (1) how to build developmental institutions and instruments capable of directing the growth and development trajectory of a country/region for the benefit of all, but especially the poor, and (2) how to align governance actions in a structured and systematic way amongst different institutions (including different organs of different governments and states, the international community and private and public sector agencies) to achieve common objectives and maximise development impact in a region. The paper is based on more than three years of work by the Boutek Division in CSIR and collaborators, on approaches and methodologies for intergovernmental development planning and alignment, spatial planning and on providing decision support for investment decisions in Africa.

From Megalopolis to Megapolitan: Creating a New Framework for Planning

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According to European Spatial Planners (Faludi 2002), the primary urban unit for integration into the global economy is a trans-metropolitan area, or what Gottman (1964) refers to as a "Megalopolis." Interestingly, Europeans find that the US has several of these places while the European Union may have but one. In an ironic twist, Americans do not even recognize what may be one of the nation's key assets in global competition. The main reason is that no official trans-metropolitan geography exists. This proposal seeks to establish this geography and offer a framework for planning trans-metropolitan development. The study will explore ways to identify and measure US "Megapolitan areas", which are defined here as functionally and spatially connected trans-metropolitan area clusters. The research proposed here would build on prior attempts to understand trans-metropolitan clusters by adding new data and theory to the literature, and by developing a precise and defensible definition of Megapolitan Areas. The current work related to Megapolitan development relies mostly on an analysis of spatial connectivity between places, which can be shown with such tools as satellite imagery. This research focuses on the "space of places," or the physical distribution of the built environment. But there is also a "space of flows," or sets of connections that link places via business networks, or even air travel (Castells 1996). According to theory, the most complete geographic understanding emerges by looking at both the "place" and "flow" of space (Taylor 2004). The proposed study on Megapolitan growth would address both realities. The Megapolitan project would use data developed by Peter Taylor and Robert Lang (2004) on the "US world city network" to add a new flow dimension to the existing place-only analysis of trans-metropolitan clusters. Taylor and Lang also have new data that shows the flow of business travellers in the US, which is another way to demonstrate connectivity. In addition to analyzing flow, the Megapolitan research effort would refine and supplement place-only models by European Spatial Planners and by Barnett et al (2004). The refinement would draw in data on the geography of "Micropolitan" areas by Lang and Dhavale (2004), regional analysis of sprawl patterns by Lang (2002), and projections of real estate development trends by Nelson (2004). The deliverable is a report that includes definitions, maps, population figures, and demographic trends for Megapolitan areas. The ultimate goal of this research is for the US Census Bureau to formally adopt a Megapolitan designation. In doing so, Census would confer legitimacy onto Megapolitan areas that would help these places start planning. Federal aid in areas such as transportation could be tied to Megapolitan planning much the way it has recently been linked to metropolitan planning. The Intermodal Surface Transit Efficiency Act of 1991 required regions to form Metropolitan Planning Organizations (MPOs) in order to receive federal money for transportation projects. In a similar vein, new super MPOs could result from future legislation that directs Megapolitan Areas to plan on a vast new scale.

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New Policy? New Regions? New Borders?

The concept of regions is anchored deep in the history of Europe. Nowadays, the idea of regions is often connected with the integration of EU. However, different actors understand the very concept of a region quite differently. While regions as administration or statistic units are defined by their borders, they are required to cover whole the respective territory and to be of comparable size, the functional regions of economy and/or society are product of interrelations, they are quite diverse in terms of their size and population, and they may overlap as well as not fully cover the territory.

Regions are usually connected with regional policy, aimed at harmonisation of development and public services among particular territories. The 1990s' economic transformation in central and eastern Europe resulted in increasing regional disparities within all the countries there. The following regionalisation there was rather a result of political bargaining and deal than an outcome of regional self-identification and/or economic clustering. The newly established regions were often tailored not only to formal requirements of Eurostat but also to the rules of the EU structural funding. In their search for raison d'être, the regional administrations created new borders between regions and now they have problems with co-operation with each other.

While the new borders between regions created another red tape for government, the actual economics as well as private development investments can easily cross these artificial limits. Investors utilise the competitive stance of neighbouring regions to reach a better bargaining position. The expectations of particular stakeholders from regionalisation are diverse: from a mere reluctance on the part of state centralists to high expectations from micro-regions on the part of small businesses and rural communities.

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The Slovak Spatial Planning Policy: From EU Requirements to Innovative Practices

With the enlargement process, the European union gave a strong importance to its regional policy and to the way Central and eastern European countries would one day use the European structural funds.

During the 90s, specific assistance programmes have been provided to help the former socialist countries to get prepared to a new political, social and economical environment. The PHARE programme had on this respect a strong influence through ad hoc projects concerning well identified objectives (local development, institution building, infrastructures investments, etc.).

At the end of the decade, in the frame of Special preparatory programmes for structural funds, new assistance tools were about to be implemented in the field of agriculture and rural development (SAPARD), and concerning investments in communication infrastructures and environment (ISPA). However, despite explicit help to create new regional elected bodies, to settle programming, monitoring and steering committees at national and regional levels, the use of financial European assistance remained a difficult exercise for individuals and institutions.

For this reason, the European Commission decided that the implementation of structural funds during the period 2004-2006 would follow a more concentrated and sectoral approach. Considering the transition context of CEECs, The EU arguments in favour of efficiency and rationality can easily be understood.

The question is more to be able to understand in which respect CEECs would be able to elaborate and implement their proper planning strategies, considering that the European assistance is not supposed to replace national policies but to complete or to stimulate it. From the position of CEECs, territorial planning and development strategies contain different dimensions. First, the will to join the European union pushed each government to integrate a specific vocabulary and to express general objectives in accordance with the "spirit" of the European regional policy. The lack of time pushed the transition countries

to give a priority to a general political positioning which can be observed in the set of laws and regulations adopted during the past view years.

Secondly, the use of structural funds require very concrete measures about institution building, project engineering, cofinancing, new management and partnership approach, etc. On these points, national, regional and local bodies have to develop action capacity in close relation with EU requirements. The setting up of this capacities has a direct influence on practices and on the way each country is crossing the transition period. We can suppose that it will noticeably shape the basement on which the new members will tackle territorial development and spatial planning for the coming years or decades. As town and country planning practices know quite different approaches among the EU 15, under which influence, or model, will progress the new members behind the standardised UE policy and methodology?

To answer to this question it is necessary to get much closer to specific national environments and to scrutinise areas which constitutes the core of national policies beyond EU functional methodology and regulations: What is the structure and density of local bodies? Can we observe roots of inter-communal cooperation? What is the geographical, social, economic coherence of the new elected regions? What is the level of cooperation between local elected bodies and state administration? What are the strategic scales of intervention? Which importance shall we give to the metropolisation process in a central European context?

In this paper we will come back on our main thoughts concerning the role that the EU is playing or is supposed to play in Central Europe. Our geographical space of research is mainly concerning the Visegrad countries (Poland, Czech Republic, Slovakia, Hungary). When having a closer look to the way a country is building or rebuilding its frame of action beyond the EU agenda, we will propose a detailed analyse of Slovakia which is settled in the core of central Europe. This monographic analyse is not supposed to distinguish a specific model applicable to Central Europe but more to insist on the main issues that should today be taken into account when considering spatial planning in a particular national environment.

In the case of Slovakia, we will refer to the persistence of natural socioeconomic regions or microregions in the frame of which local actors progressively elaborate strategies of cooperation within a fragmented territory. We will have to take into account networking processes between municipalities which, beside the metropolitan cross-border area of Bratislava, is characterised by common difficulties and potentials.

These observations, among others, will draw a first picture of what could be the specificity of Slovak spatial planning policy beyond EU prerequisites. From the peculiar situation of CEECs new approaches of spatial planning should arise, completing and/or giving more complexity to the European approach.

Strong Environmental Administration vs. "Creative Cooperation" to Approaches for the Protection of Open Space – a Detail Insight into Local Decision Making Processes of Urban Extension Projects in Germany and the Netherlands

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In Germany ideas about protection of the environment and open space are conflicting with new cooperative planning approaches. The last one means more participation for citizens and stakeholders. The quality and acceptance of planning decisions can be increased. At the same time there is still a high consumption of open space. From environmental and landscape planners point of view this requires to more precaution and can only be negotiated marginally. The Netherlands as a land with a well-developed consensual style of policy-making, where planners play an important role arouse curiosity. When scrutinizing the Dutch tradition of "overleg" and new informal arrangements surprising findings can be made. Despite a well-developed consensus- and negotiation-centred handling in carrying out spatial planning ideas and great successes there is consid-

erable opposition against large-scales projects with potential harmful effects on the environment. Citizens demand also more participation from the negotiating partners with a traditionelly strong corporate character. The Dutch policy opens – besides new intervention possibilities of the government – it decision making processes and introduces new management approaches (e.g. diagonal coordination). How significant is now the protection of open space and are new cooperative procedures in reality in both states?

Two case studies examine the local decision making processes of large-scale urban extension projects, which are situated at the focal point of planning conflicts between open space at the suburbs and new urban development. In Enschede-Eschmarke (The Netherlands) and Münster-Gievenbeck (Germany) were studied the planning processes over a period of 8 years. When, how, why and by whom are issues of open space introduced and to what extend do new informal arrangements play a role. To understand the planning process the model of the decision-centred view of planning (Faludi) is suitable. Also a second Dutch approach, the dualistic approach of planning and intervention (technocratic versus soziocratic, van der Valk) was chosen as a theoretical framework for the particular elements and mechanism of negotiation in the decision making process. Network analysis is the approach to reconstruct the complex decision making processes. The results show that on the German side a negotiating process within the administration prevails. The concerns of open space were supported early and extensively through the responsible departments of the local authority ("strong environmental administration"). New cooperative arrangements are restricted to the co-operation of administration and business (developer) within project and infrastructure plan under the federal building code. The Dutch local administration used to work together with a project team organization where important parts of the planning process are delegated to private consultants. The realization of the new suburban residential areas was carried out in cooperation with private developers as well. The activities for the protection and shaping of the open space are just partly determinated by the administration. They were developed and negotiated in a new created circle where different actors of administration, consultants, citizens and civic action groups take part ("creative cooperation").

Both planning processes correspond in a lot of aspects, in developing their urban extensions with a high level of open space qualities. At the same time the planning processes show considerable differences in organization and the set of instruments. Both result in new experience over decision making processes inside the local authorities in (northwest) european municipalities which are necessary to be discussed: e. g. similar high regard for existing elements of the landscape, but not for all functions of open space (e. g. local climate); different ways of communicating inside the administration and – in the end – comparable outcomes in the protection of open space despite the different models of realization ("strong environmental administration" versus "creative cooperation")? The implications will be adressed in the oral presentation.

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Demystifying European Spatial Planning – Growing a Polycentric Network of Planning Schools through SPARC

Key concepts such as polycentricity and territorial cohesion are the current buzzwords in European spatial planning. Although such concepts were intended to stimulate thinking and debate about territorial organisation and spatial coherence amongst policy makers, there is also a real risk that the very people that such concepts are aimed at are left behind. The Third Cohesion Report states that "if the EU is to realise its economic potential, then all regions...need to involved in the growth effort and all people living in the Union given the chance to contribute". Local and regional authorities and citizens therefore have an important role to play in realising the aims of the Lisbon Agenda and the Gothenburg Council.

The developments of transnational co-operation and knowledge networks are regarded

as vitally important to continued innovation and competitiveness. Community Initiative Programmes, such as Interreg IIc and its follow up IIIB are key mechanism, which seeks to promote involvement in spatial planning at the transnational level. A key question to be addressed is how can more officials and politicians in more regions access knowledge that will enhance their capacity to participate in such programmes?

Integrated spatial development and planning represents a major challenge to administrative practices and assumptions that have characterised traditional approaches to land use planning, regional development and public administration within existing member states and the accession countries. A number of member states are currently undergoing a process of transition. For example, there is increasing awareness of the wider European context and trans-boundary issues. Increasing emphasis on strategy and the use of visioning as opposed to detailed regulatory planning creates new challenges in organising planning functions. The development of the European Spatial Planning Observation Network (ESPON) highlights the importance of evidence-based policy making and the development of indicators in measuring impacts and shaping policy. Increasing emphasis on the territorial impacts of sector planning has highlighted the need for enhanced co-ordination. There is more interest in a planning system, which seeks to proactively facilitate development as a means of boosting the competitiveness and cohesion of regions. This in turn has led to growing interest in new forms of governance, partnership working, the creation of networks and interregional co-operation. Indeed, Healey (2004) argues that the changes that are occurring in spatial development and planning are so fundamental that they prompt new concepts and ways of acting.

Applying policy principles implies a degree of awareness and understanding of key EU concepts among policy makers at the national, regional and sub-regional levels. A new 4-year project entitled "SPARC" or Spatial Planning and Regional Competitiveness responds to this agenda in seeking to develop new knowledge and understanding of spatial development and planning. It also seeks to demonstrate the relevance and stimulate thinking amongst practitioners about how to apply key concepts and policies for regional competitiveness, territorial cohesion and sustainable development in everyday settings.

SPARC aims to develop the capacity of European regions through the creation of a knowledge and learning network, which will expand over the life of the project. In doing so, it seeks to connect spatial planning research to the needs of public officials, politicians and citizens. SPARC will develop and deliver a learning package in distance learning format targeted at those taking part (or who want to take part) in INTERREG programmes or transnational co-operation under new structural funds after 2007. While practical in orientation, this learning package could also be incorporated into teaching at senior undergraduate and postgraduate levels in universities. Key objectives include:

– Developing knowledge and skills in integrated spatial development and planning, through training that is targeted at those taking part (or who want to take part) in INTERREG programmes or transnational co-operation under new structural funds after 2007.

– Promoting enhanced understanding of linkages between sectoral policies/activities at the EU, Member State and sub regional levels and their impact in terms of spatial development, thereby contributing to the horizontal and vertical integration of policies and activities.

– Challenging traditional administrative cultures and practices.

– Developing a transnational, polycentric network of planning schools that can develop and deliver training in spatial development and planning through connecting experience and findings from the ESPON and INTERREG to practical decision-making in different regions.

Project partners will also develop regional case studies (including cross-border regions) and transnational exercises as practical problem-solving projects that enable those who had studied the distance learning package to enhance and demonstrate their knowledge and skills of spatial development and planning by applying concepts to real situations (e.g. by producing an indicative strategy for polycentric development in a case

study region, or by reviewing the implications of telecommunications for the urban/rural divide across Europe).

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[What] Can African Planners Learn from Planning on the European Scale?

Over the last four years pockets of planners on the African continent (notably in South Africa) have concerned themselves with the prospects, challenges and nature of planning on a continental scale. Driving this has been the novel New Partnership for Africa's Development (NEPAD) and the creation of the African Union (AU) on the foundation provided by the former Organisation for African Unity (OAU).
Strong "borrowing" from the institutional make-up of the European Union has marked the creation of new institutional mechanisms of the AU. Planners have also taken note of initiatives such as the European Spatial Development Perspective (ESDP) and inter alia studied this instrument and its application, alongside a range of others, with a view of "learning lessons" and finding good practices for application on the African continent. While the two examples, the creation of the EU and the AU, and the setting up of planning regimes to give effect to the visions and objectives of these bodies, share the common theme of being creations on continental scale, it does not necessary warrant that what is good and useful for the one will also be so for the other. Cultural contexts, histories and developmental challenges differ markedly, and also need to be considered.
In this paper an attempt is made to unravel some of what has been done in the line of planning on the European scale, including planning guidelines emanating from Brussels, with the aim of determining what the value of these initiatives could be for application in Africa. The paper is based on ongoing research with this theme conducted for the Council for Scientific and Industrial Research, based in South Africa.

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Crossborder Planning: What is it? Implications for the U.S.-Mexico Border

The general objective of the article is to contribute to the theoretical discussion of borderlands and why this topic is important to the planning field and planners. The specific objective is to highlight the importance of understanding borderlands and how crossborder planning could contribute to improving the life of millions of people living in the U.S.A.-Mexico borderlands. Crossborder planning refers mainly to local and regional efforts that transcend international borders, efforts that formal diplomacy between nation-states often overlooks.
The paper's main contribution is the proposal of a conceptual framework that allows us to identify not only dynamic changes of borderlands, but also how these changes shape the practice of crossborder planning. The main argument in the paper is that crossborder planning is an endeavor to foster cooperation between actors and among competing interests spatially located at an international boundary. Therefore, the development of institutions and mechanisms to facilitate cooperation needs to be a key focus of crossborder planning. Institutions, according to North (1990:3), set the "...rules of the game in society or, more formally, are the humanly devised constraints that shape human interaction." The peculiarity of crossborder cooperation is that when transnational institutions with an enforcement role are absent, the success of cooperation will depend to a large extent on the willingness of actors to enforce the rules. A common theme throughout the entire article will be the application of game theory concepts to understand

cooperation settings that can be useful in the study of border relationships.

The article focuses only on dyadic borderlands shared by two nation-states, excluding maritime or other types of borders. The unit of analysis of the article is urban settlements located at borderlands, particularly those located along the U.S.A.-Mexico border. The literature (Herzog, 1990; Scott et al., 1997; Clement, 2001) has referred to urban settlements located on both sides of the border as "twin cities." This paper will refer to the urban settlements located on both sides of the border as binational conurbations because the concept is more accurate. Twin implies some degree of synchrony, however, cities across the border are far from being concurrent; they have developed in a parallel way to each other. The result is simply adjacent urban settlements spilling across an international boundary.

The paper is divided into five sections. The first section focuses on the definition of borderlands drawing from international relations literature. The second section offers a typology of borderlands and space to begin conceptualizing and theorizing about borderlands and dynamics of change. The next section analyzes the theme of cooperation and institutions, and how these relate to crossborder planning. The following section identifies the core issues that define crossborder planning. Finally, reforms and changes to the existing crossborder planning framework at the U.S.A.-Mexico border are offered as a conclusion.

Slovenia's Dream of a Greater Europe

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The paper is based on the recently adopted Strategy of spatial development of the state Slovenia that passed the parliament in July 2004. The strategy is explained, discussed and criticized regarding the role of the state of Slovenia in transnational planning. Slovenia declared the goal to reach average development levels of EU (measured in BDP) till 2013. Therefore all spatial planning should help national economy to be more competitive and the principles of sustainability should be part of the strategy. However, state's spatial strategy is overwhelmed with protective directions. Besides, Slovenia has to face with its exaggerated protection of nature (Natura 2000 covers 36% of national territory) which might be well accepted in Europe, but weakens state's economic opportunities. Author's thesis strives for stronger cooperation in the fields of urban systems, traffic, tourism, employment opportunities, agriculture, energy supply, mining, forestry in order to achieve synergetic effects. Slovenia lies in the space where large European regions overlap though it is not in the main core of any of that regionalization. Therefore the plans on the state level should benefit of all regional concepts (Alpine, Adriatic, CAD-SES, Danubian regions, development of E-5 and E-10 corridors, Adriatic-Ionic initiative ...). The second part of the paper deals with Slovenia's cross border regions and possible forms of cooperation in neighboring regions together with Austria (Karinthia and Styria), Hungary (Zala), Italy (Venetia-Giulia) and Croatia (Istria, Rijeka, Zagreb). Many projects with synergetic benefits could be realized such as twin cities (Gorizia - Nova Gorica, Bad Radkesburg - Gornja Radgona), cross border tourist regions, off-shore enterprise zones. On the other hand sharp competition occurs between the regions and its cities, which weakens the opportunities (harbors of Koper and Trieste), nature protection zones versus hydro energy plants on border rivers (Mur/Mura, Kolpa), and competition between urban centers (Graz and Maribor). Author's thesis is based on the fact that multilateral benefits will enable international planning.

Therefore spatial planning must detect and enable the opportunities of international cooperation with more gains those losses. In the case of twin cities Gorizia – Nova Gorica the positive result could be a more competitive role within the network of neighboring cities Udine and Trieste. In the case of border tourist region of thermal springs (Hungary, Austria, Slovenia, and Croatia) the benefit could be a network of spa-s, tourist centers and ethno parks which could attract tourists from all over EU. In the case of ski-

ing region in-between Slovenia, Austria, Italy the network of 3 – 5 Alpine skiing and mountain climbing resorts could reach the level of competitive major centers nearby (such as Kronplatz, Badkleinkircheim - Nockgebirge, Nassfeld). Where this goal is not feasible the competition or, at least, no cooperation is the only reality.

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Hybrid Planning Cultures

Are there significant variations in the ways planners in different nations have influenced urban, regional and national development? Do such variations arise from differences in planning cultures, meaning collective ethos and dominant attitude of professional planners in different nations toward the appropriate roles of the state, market forces and civil society regarding urban and regional development? How are such professional cultures formed? Are they indigenous and immutable, or do they evolve with social, political and economic changes both within and outside the national territory? Specifically, how has intensification of global interconnection in trade, capital flows, labour migration, and technological connectivity influenced national planning cultures? Is it leading towards a convergence
in planning style and cultures among nations?
Drawing on the planning experiences in both industrialized and newly industrializing nations with varying forms of political systems, this paper(which is the over-view chapter of a forthcoming edited volume) argues that:
1) There is no clear cut causal relationship how planning cultures affect planning practice. Even though the institutional context for planning is distinct in each nation, this distinct quality is the result of a complex process of social change, not the inevitable and predictable outcome of a static culture. The concept of "cultural essentialism" in which culture is portrayed as static, homegrown, pure and immutable, is inaccurate. Planning culture is not an "independent variable" even though the word culture is often used to signify a domain separate from economy and politics. Planning cultures, when subjected to historical analyses, reveal themselves to be in constant flux, sometimes resisting, while at other times, facilitating social change in response to both internal and external pressures.
There is no cultural nucleus or core planning culture, no social gene that can be decoded to reveal the cultural DNA of planning practice. Planning culture, like the larger social culture in which it is embedded, changes and evolves with political and economic influences, both internal and external, creating hybrid cultures whose trajectory cannot be predicted.
2) As for the homogenizing effect of increasing global connectivity on planning cultures, the paper suggests that both the promise and the threat of cultural homogenization through globalization has been exaggerated. Though there are many instances of global interaction of planning ideas, there is no evidence that such interactions are leading to a convergence in planning cultures. Evan though global competition and the ascendency of neo-liberal views have influenced the planning discourse in all nations, their impact have varied widely. Planners worldwide are aware that external influences need to be tempered to fit local conditions. It is the changing politics of different settings – not of planning cultures – that have conditioned the planners' response to external influences.

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**In Search of Improved Organized Cooperation in
Regional Planning for the Agglomeration Regions of Vienna-Bratislava**

Research Question to be addressed: What institutional framework is needed to coordinate regional planning for the twin urban region of Vienna-Bratislava?

The agglomerations of Vienna and Bratislava have co-existed next to each other since the earliest period of the Austrian-Hungarian Monarchy. The Iron Curtain, more than just being a political concept, was a virtual barrier between the two regions and hindered any prospects of joint regional cooperation. Only after the fall of Communism in Eastern Europe, did political leaders and urban planners from both regions started cooperating in terms of establishing regional projects or programs. Nevertheless, major gaps in coordination between the two urban regions still exist in terms of transport connections and urban development of housing and commercial zones which could impact both sides of the border (i.e. a shopping center on one side that attracts shopping traffic from both sides or even third countries). Major studies on regional cooperation and planned development have been carried out by organizations such as the OECD (1) and contracted by Austrian state governments and the European Union (2). Nevertheless, there is a need for a more permanent body that could act as a clearinghouse and exchange for planning initiatives. This would include such policy areas as fiscal, environment, social, employment and transport policy.

Already, projections for traffic impacts of the Vienna-Bratislava region expect traffic flows to increase significantly over the next decade as first, Slovakia and nine other CEEC countries officially entered the European Union which eventually will be followed by elimination of border controls and raising of restrictions on Slovaks and other new EU members to the Austrian employment market (3). This raises issues ranging from where cross-border centers of employment and shopping could be established to the development of a more integrated network of public transport. Housing issues could also become important. The Danube National Park on the Austrian side has become an environmental concern in terms infrastructure build-up and growth between both city regions. Also, both cities have a mutual interest in terms of cooperation between their respective city airports and inland waterway ports on the Danube. Fiscal issues in such areas as taxation agreements could also have an impact on cross-border arrangements and resulting commuter flows.

This paper focuses on the various scenarios of institutional arrangements between Austria and Slovakia in order to achieve a balanced form of regional cooperation that could meet the potential benefit of joint planning projects as mentioned above. This comes in light of institutional reform in Slovakia that gives more regional autonomy to local authorities. Therefore, this study focuses on the three-tier system of government (Federal, State, Local) hierarchy in terms of gaining mutual joint cooperation. In addition, existing regional cooperation organizations such as the regional planning body PGO, which is responsible for joint planning initiatives between the Austrian Federal states of Vienna, Lower Austria and Burgenland, will be examined to determine how this existing form of cooperation could be expanded to include the regional interest of Bratislava as well. The role that various government organizations and interest groups play in regional issues, such as transportation projects, will also get focus.

As a conclusion, one or more scenarios will be presented as to how such an organization could look like, what its functions are as well as its limitations are and the area of its effectiveness in terms of gaining regional planning consensus for the aforementioned planning issues.

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**Spatial planning
indicators – the Geoland Approach**

The Spatial Planning Observatory (OSP), which is part of the Integrated Project geoland, funded within the 6th framework program of the EC, will generate products and services based on Earth Observation (EO), geo-spatial and statistical data. The project aims at developing a project portfolio that covers some key issues of spatial planning frameworks and concepts, especially the ESDP (European Spatial Development Perspective) with ESPON (European Spatial Planning Observatory Network, ESPON 2004) as one of the measures for implementing the ESDP, as well as national and regional spatial planning directives and sustainability strategies. The products and services comprise indicators, spatial typologies and scenarios, presented in tabular, graphical and map forms. Widely used frameworks for indicator development are the Pressure-State-Response framework of the OECD and the DPSIR – Driving Forces-Pressure-State-Impact-Response framework of the EEA. Land cover change as derived by EO-based methods, has been related to the DPSIR as a "pressure indicator", which characterises the depletion of natural resources. At the same time, the status of land cover (that characterizes the intensity of land use) and of the depletion of natural resources can be regarded as indicators for state and impact. Both frameworks do not explicitly include the aspect of land potential, which may be expressed as land attractiveness for people or as the degree of (potential) biodiversity. Land potential, however, can be considered a loop factor in the DPSIR framework in the sense that it is on the one hand impacted (to a variable degree) by driving forces/pressure/state factors, and on the other hand constitutes a driving force by itself by attracting people or companies to certain places where landscapes attractiveness is high. The indicators conceived on the basis of user requirements take this effect into account.

In this paper a selection of indicators on European, national/transnational and subnational level will be presented. These indicators relate to the DPSIR framework and include in addition aspects of land potential. They characterize driving forces and pressure related to demographic developments and their manifestation in land consumption per capita and settlement structures. State of and impact on the environment is represented by land cover/use patterns, agricultural intensity, and availability of recreational areas. These indicators form the basis for spatial typologies and scenarios to be developed in the course of the geoland project.

Besides these aspects on the supply side of the products and services there is the question of how users actually digest and utilise the provided information for spatial planning decisions or other purposes, such as reporting obligations. The EO based products and services constitute not only information from another than conventional data source, but also in some respects a new type of information, i.e. spatially explicit information. This offers not only additional application potentials, but also bears the necessity to adapt to their utilisation. In addition, the information provided is directly linked to concepts such as the DPSIR and sustainable development, and thus has to be evaluated and used in this context.

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Rethinking Political Borders

"The Dream of a Greater Europe" relies extensively on the capacity of accommodating territorial differences. Borders – as markers of these differences – come out therefore at the forefront of new political practices that transform territories demarcated by national borders into territories articulated at different scales by regional, national, and supranational borders. These articulations are constructed as pivotal connectors within territory through social interactions, political practices, and discourses. Traditionally grasped as divisions, borders (in particular national borders) are thus currently understood as

connections. In this transformation of national borders, regional borders entangle tightly, especially when the overlap between ethnic and political-administrative divisions preserves vigorous representations of cross-border differences. Yet, in most cases, the borders of regions remain implicitly assumed and conceptually undeveloped. The aim of this paper is thus to introduce a way of understanding regional borders within the European setting. More specifically, I center on lines of inquiry within regional studies, political geography, and border anthropology and I propose an approach to regional borders that builds on constructionist and structuralist theories of political and ethnic borders. The making and remaking of borders use "iconographies of boundaries" that create, communicate, and recreate territoriality (Paasi 1999). They are visible in texts, educational practices, laws governing political and economic practices, visual arts … But in unveiling them, scholars use also iconographies, derived from their contemporary social contexts and research paradigms. A century of scholarly border representations stretches from thinking of borders as pre-given characteristics of landscape to borders as social constructions, from understanding them as disjunctive spaces to imagining them as conjunctive spaces. The discursive construction of territories moves away radically from the former emphasis on empirical geographical knowledge as determining territorial delimitations, which, at its turn, leaves far behind the Ratzelian organic view of borders as peripherical organs of states. These border representations came out in considerably different political contexts and they correspond, respectively, to the reflective turn in social sciences, the positivist stance, and the Romantic, organic view of nation and territory. In other words, the "contexts" of the knowledge on borders "and the "texts" that informed that knowledge "are symbiotically linked and mutually constitutive" (Skinner 1969). The proposed approach to borders bears on notions evolved in these previous representations in order to match the present socio-political context.

Aims and Arguments

This study has two main parts. First, I examine various conceptualizations of political borders by concentrating on representations from political geography, regional studies, and border anthropology. Throughout the twentieth century they underwent significant transformations. I pay special attention to changes in three key notions on which representations of regional borders can build: (1) the border as region, (2) the border as conjunction, (3) the border as social construct.

(1) Border representations have shifted between borders as lines and borders as zones. The heuristic value of the latter representation opens up the view on processes occurring at the (dis)junction between different social structures.

(2) Border representations have turned from predominantly disjunctive to increasingly conjunctive images, a turn driven in a great part by contextual political and technological changes. This shift made way to polycentric models of territories that altered the traditional core-periphery ones.

(3) Border representations continuously move from narrowly construed representations focused on borders' political and economic functions to representations that integrate historical and cultural variables. This implies an expansion of the methodological repertoire that transcends disciplinary confines.

Second, I propose an approach to regional borders that brings together these analyzed key notions. More specifically, I articulate parts of Fredrik Barth's (1969) approach to ethnic borders – in particular his idea that borders emerge from stable patterns of interactions that allow for certain contacts while excluding others – with the social network analysis toolbox. The emphasis lies on social distances across borders rather than physical distances; therefore the cross-border accessibility – usually determined by characteristics of places and people – can be thought of in terms of characteristics of relationships among places, or people. This approach centers on what keeps the difference across borders as difference despite the fact that people interact across borders. My exploration proposes thus a line of inquiry that highlights the very essence of borders: "created by contacts, the points of differentiation between two bodies are also their common points" (De Certeau 1984: 127).

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The Formulation of Strategies for Transantional Water Management in the INTERREG IIIB North Sea Region Programme

This paper is based on a Phd researching the development and implementation of the INTERREG IIIB North Sea Region Programme as a tool in achieving sustainable spatial planning within a transnational arena. The aim of this paper will be to examine how policy strategies are formulated within a voluntary transnational arena (made up of national, regional and local government from six EU states, Belgium, Denmark, Germany, the Netherlands, Sweden and the UK and Norway along with the European Union and other interested parties) and how the concepts of sustainable development, spatial planning and transnationality are identified and formulated within this multilevel governance arena.

The Structural Fund guidelines and the regulations for INTERREG III institute criteria for shaping certain aspects of each of the Programme areas, in addition to outlining Priorities. However, it is still necessary for stakeholders in the programme areas to carry-out a preparation phase for their respective transnational areas involving local and national government stakeholders from across the region. It is during this process that the character of each of the subsequent programme areas is expressed. The aim of which is to facilitate more input from below instead of the more traditional top-down approach that has characterised previous programmes. Many of the characteristics in the preparation of the Interreg IIIB North Sea Programme are reminiscent of the Open Method of Coordination.

The focus is thus on this programme preparation phase of the INTERREG IIIB North Sea Region Programme, using the development of Priority Four, the Water Management Priority, to uncover how the different stakeholders advance joint strategies for transnational cooperation. The stakeholders themselves have at their disposal an array of different tools, which when deployed, have helped to shape the character of the Water Management Priority. By examining the nature and type of the arguments and how they are deployed, it has been possible to uncover the interactions between stakeholders and the subsequent outcomes, with a focus primarily on transnationality, spatial development and sustainability. The primary knowledge resources include the European Spatial Development Perspective, NorVision and associated regulations and guidelines. However, the process as draw on national policy documents.

While the process of Europeanisation of policy of member states has become an increasingly well-documented phenomenon, how does this process take place within a more voluntary arena and what is its character. As this paper will show, there is a strong national element, with national stakeholders shaping the programme for the region to varying degrees, representing the imposition of national policy in to a transnational context; Europeanisation from the bottom-up.

Betting on the Wrong Horse?
The Promotion of Smaller Polycentric Metropolitan Regions in Europe

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Taking as its point of departure the current debate on European Metropolitan Regions in Germany, this paper asks the question whether the promotion of smaller polycentric metropolitan regions increases territorial cohesion in Europe. It cites the example of the Saxon Triangle ("Sachsendreieck") in eastern Germany.

In line with the decentral and federal structure of the country the spatial policy in Germany is traditionally oriented towards a balanced and polycentric spatial development. Different from other countries, like France and the United Kingdom, Germany has no single outstanding metropolis but a multitude of urban agglomerations with metropolitan structures. Since 1997, seven regions in Germany were accounted as "European Metropolitan Regions" by the German Standing Conference of Ministers Responsible for Spatial Planning (MKRO): Rhine-Ruhr (including Cologne, Essen, Dortmund), Rhine-Main (including Frankfurt), Berlin, Hamburg, Saxon Triangle (including Dresden and Leipzig), Stuttgart, and Munich. Others, like Nuremberg and Hanover, are in discussion.

Critics of this development argue that the multitude of smaller metropolitan regions is counterproductive. However, the current debate in Europe is focusing increasingly on smaller polycentric metropolitan regions like the Oresund Region, the Eurocity Basque, Upper Silesia, Glasgow / Edinburgh, and others.

In the cooperation area of the East German Metropolitan Region "Saxon Triangle" 3.4 million residents live on approx. 10.500 km^2. The polycentric Saxon Triangle comprises five major cities: Leipzig, Dresden, Chemnitz, Halle, and Zwickau with together 1.6 million residents.

The current German debate on Metropolitan Regions refers to two fundamental issues of spatial planning: on the one hand the concept of polycentricity, which is embedded in the contradictory European context of competitiveness and cohesion, and on the other hand the more nationally determined conflict regarding a reinterpretation of the traditional core goal of spatial planning in Germany, the principle of the "equalization of life-conditions". In this context it still seems pretty unclear how a metropolitan region should be defined and what outcomes spatial strategies should aim at.

The paper provides an overview over the dynamic development of Metropolitan Regions as a category of spatial planning in Germany and scrutinises on the basis of the example of the Saxon Triangle its conceptual relevance and its contribution to the territorial cohesion of Europe.

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2.1 Scope and Structure
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3.1 Outcomes of the fostered development of the Saxon Triangle as a metropolitan region
3.2 The relevance of metropolitan regions as a concept of spatial planning

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Abstract for Round Table for Track 1:
City Regions: Different Approaches, Forms and
Goals Experimented in EU Countries

This is a proposal for a roundtable focused on comparing different approaches to City regions in European countries and on highlighting the most valid and effective paths experimented so far. The discussion will start from a synthetic presentation of the state of the art in practice in various European countries and will proceed with a critical analysis and evaluation of the different situations. Contacts will be made in advance with distinguished researchers from a number of countries, in order to ensure a variety of inputs and kick off the discussion with varied and interesting perspectives and impulses.
The debate on City regions has arisen in most European countries during last decade. The necessity for an intermediate level and scale of planning is a very urgent one all over the continent. The debate is still very intense and gains contributions from different disciplines and perspective.
Nevertheless, it is not really clear yet what a City region "in planning terms" nowadays is. Assuming that a City region is not a region nor a city, but a space "working as" a city and that the notion refers to what each citizen experiments within his/her usual day in contemporary Europe (living in a town, working in another, picking up children at school in another one, shopping somewhere inbetween...), – and knowing that city and regional boundaries are not "a boundary" anymore, that government is not enough, that the plans we are using become less and less effective – we use the term more and more, but the general impression is that we (planners) did not figure out as yet what (and even if) we mean something specific (in practical terms) with it.
What is needed in planning modern agglomerations in Europe? What are the main issues? are they the same issues as in traditional planning or is there a shift?
What about the modes? They have to change, but are there experimented modes which proved to be effective?
Do all these things necessary deal with boundaries or could we think ("for real", not just as intellectual challenge) about a Region or City region with "variable geometries"?
What should/could be the form and contents of (an effective) strategic plan?
The round table tries to address the previous questions starting from actual situations across and proposes to start defining City regions from actual experiences on the continent.

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Track 2: Territorial Cohesion and Spatial Planning

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List of Abstracts for Track 2

Statement of Track Chairs

Following the publication of the Third Cohesion Report in May and the adoption of the EU Constitution in June 2004, concerns relating to the achievement of "territorial cohesion" in the enlarged European Union have gathered pace and become a major EU policy agenda with considerable implications for spatial planning in member states. Territorial cohesion has been one of key concepts underlying the research projects which have been carried out under the European Spatial Planning Observation Network (ESPON) Programme since September 2002.

It is therefore timely for the 2005 Annual Congress of AESOP: The Dream of a GREATER Europe, to be held on 9-12 July 2005 in Vienna, to dedicate a congress track to stimulating debate about the rising agenda of territorial cohesion. In the last few years, discussions related to such debate have been structured under the ongoing Transnational and International Planning track, co-chaired by Andreas Faludi and Karina Pallagst, which will continue to run in Vienna and build on its previous success. As before, the focus will be on how planners and other stakeholders in spatial development reach across borders to formulate joint strategies for tackling problems in an interconnected world. It will have a specific focus on the momentous developments in the wake of the enlargement of the EU, in particular from the perspective of the new members.

However, given the rising significance of territorial cohesion policy and the emerging research findings from the ESPON Programme, AESOP, in discussion with colleagues from Vienna and the track chairs, has found it necessary to dedicate a separate yet complementary track to "Territorial cohesion". This will be co-chaired by its initiator Simin Davoudi and Karina Pallagst and will have the full support of Peter Mehlbye of the ESPON Co-ordination Unit.

Potential themes:

In the Territorial cohesion Track, we would welcome papers which draw on conceptual, empirical and experiential work (such as work undertaken under Framework Programme Six, ESPON, Interreg) and address issues related to the following themes:

– What does "territorial cohesion" mean in different context and at different scales?
– What are the conceptual underpinnings of the "territorial cohesion"?
– How does it relate to spatial planning?
– How can we measure it? What type of methodologies, criteria and indicators exist or can be developed?
– What would be the application and implication of territorial cohesion for the national and regional spatial planning policy?
– What examples are there of effective /ineffective application of the concept in specific case?
– Would it be a European "holy grail"?

By the time of the Vienna conference a number of developments will have taken place, providing multiple angles for observation and research on the territorial cohesion agenda. These include:

– The implication of the post-2006 Structural Funds
– The potential role for post-2006 ESPON Programme in terms of funding research in and around the territorial cohesion agenda and enhancing the network of spatial planning researchers
– The agenda for a potential new ESDP

You are invited to consider submitting an abstract under these or other headings you see as being relevant to the overall theme of territorial cohesion and spatial planning.

Measuring Governance, Measuring ESDP Application – Measuring the "impossible"?

The ESPON research programme of the EC is ambitious in its intentions to observe various aspects of spatial development. This includes the impacts of many policy fields. Usually the results shall "display variations" of any kind, e.g. degree of polycentricity, structural fund impacts, or even go beyond this, generating cause-effect relations. In the actual round of ESPON projects, the "measuring" task addresses two very complex objects, one being the "governance of urban and territorial policies", the other being the "application of the ESDP" itself. The paper will present strategies to capture with the help of indicators the rather "soft" sides of very specific academic debates. The paper will also outline some critical interventions regarding the two topics. The quest for indicators (and data) helps develop a more precise look at concepts developed in policy science or in planning, usually being of a "softer" substance. What can be a "substance" of governance, not to mention "good" governance, and what can it be for the ESDP – and what can be a "substantial" impact of the two?

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**Towards an Integrated and Politically Consistent
Approach of the Polycentrism in the Enlarged European Union**

Starting point of this paper is the ascertainment that up to now analyses of the spatial development in the enlarged EU made in the ESPON framework present significant deficiencies although they contributed interesting new elements of analysis and policy evaluation in this field.
In our opinion, these analyses present two important weaknesses.
Firstly, they are in enough degree unilateral. They need, consequently, to be included in one more integrated approach.
Secondly, policy recommendations are based upon a policy orientations' framework which on the one hand is not enough explicit and on the other hand presents enough contradictions, in order that finally it cannot function as a coherent political vision necessary to create a more effective ESDP.
Our purpose is to discuss these weaknesses and to propose certain improvements of the conceptual framework, the analysis methods and the general policy orientation of the EU polycentric development. We will focus in the effects of the EU enlargement on this development.
1. In a first section we discuss urban systems, spatial development and polycentrism and more specifically, the relevant conceptual framework as well as the factors / indicators and the models which deal with this framework.
We lay down as a starting point that the cities / urban systems influence decisively the competitiveness, the cohesion and the sustainability of wider territories, in various spatial levels: local/regional, national, European, international.
The influence of the cities / urban systems to the territories comes up to many factors, of different nature. We can preliminarily classify these factors into five categories: Dynamic / multiplier factors, Factors related to the provision of services to the population, Connectivity / accessibility factors, Physical-geographical and historical factors, Governance and other institutional factors
These factors can be measured, to a certain degree, by indicators. Some of these last are "direct", that is to say they express directly the importance of each factor. It is often difficult to measure these "direct" indicators, because they interplay or because it is difficult to find reliable information. Thus, we use "indirect" indicators, which, however, often disguise the "real" effects of the factors. A good example in this matter is the use of the size of the cities as an indirect indicator.
The spatial configuration of the factors' effects raise also very important methodological problems. Many spatial analyses have demonstrated that different nature effects are

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important, as spot (point) effects, axial effects, network effects and cluster effects. However, numerous spatial analyses (some ESPON projects' analyses included) are confined to the study of one or two kinds of spatial effects, mainly spot (point) effects and / or network effects.

We should also pinpoint that it is difficult to convert the effects of physical-geographical and historical factors or the results of division of labour analyses into appropriate indicators.

These deficiencies of the factors / indicators are transposed on the polycentricity models based upon them. More important: although these models describe some parts of the polycentricity, they are supposed to provide an entire view of this phenomenon.

We enumerate here some very important aspects of the polycentricity analysis which are not enough examined by the relevant ESPON projects. These projects studied in depth factors and indicators concerning the cities (FUAs) as single entities, but didn't investigate as much as needed the complementarity relationships between cities, which already form or could possibly form urban networks capable to accelerate the development of wider regions.

Also, they didn't investigate the aspect of the polycentrism related to the equitable distribution of the "services to the population". Furthermore, analyses have been done mainly in the basis of the size of cities as well as factors / indicators concerning each city (FUA). In our opinion, these analyses should be complemented taking into account the effects of transport/communication infrastructures. Also, it is needed to better investigate the distinction between different spatial levels.

2. In a second section we discuss the contradictions of the policy orientations' framework used by ESPON projects.

Polycentrism policy option is interpreted and specified differently in different policy contexts or scientific contexts. Its interpretations both in the ESDP and in the ESPON are not completely clear. ESPON projects' reports, guidance papers as well as other materials tried to produce a common understanding / terminology of the polycentrism policy option, but some elements of this policy option are contradictory.

This goes back to the fact that both EU development strategy (as described for example in Lisbon and Goteborg Summits) and ESDP / Cohesion Policy objectives present several important contradictions.

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ESPON projects 1.1.1 and 1.1.3, ESDP, Third Cohesion Report.
Other references can be found in the full paper.

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**Territorial Cohesion Revisited in an Enlarged Europe:
Assessing Regional Economic Trends and their Implications for Spatial Planning**

The key objective of this conceptual paper builds on exploring the question of how to manage the spatial implications of an ongoing Europeanisation process embodied in the concept of territorial cohesion. These implications have been at the core of the emerging European spatial planning debate both at the academic and institutional level. European Union policies have set the clear aim of combating territorial disparities to achieve a more spatially balanced pattern of economic development by securing the coordination and coherence of development policies. The main concern with this objective relates to the unevenness and, by inference, the concentration of economic activity within particular territories of the European Union and its implications. In other words, this challenges the sustainability of territorial cohesion both as a concept and as a policy objective.

In this context, the paper presents the preliminary results of an investigation into the potential vulnerability of European regions to increasing economic integration and globalisation. The regional development literature questions whether the processes of inte-

gration and globalisation may affect the degree of regional specialisation and the geographic concentration of economic activities. This paper seeks to bridge these analyses with spatial planning research development. We believe that, if on one hand, spatial planning takes on growing significance within the EU, on the other, there remains uncertainty about the exact role of spatial policy in defining regional development. Understanding this relationship is a crucial underpinning for realising territorial cohesion. The underlined rationale is that if regional specialisation increases, industry-specific shocks may become region-specific shocks; further, sector-specific policies might become territorial policies making regions more vulnerable. On the other hand, higher specialisation and greater concentration might lead to increased productivity via increasing economies of scale. Regional performance is related to economic specialisation, even though the nature of this relationship changes with the economic sector and therefore caution should be used in making inferences between the positive or negative impacts of regional specialisation.

Methodologically, the analysis is based on the assumption that processes of integration and regional change are ongoing in the enlarged EU and suggests territorial typologies based on patterns and trends of regional economic structure. The objective is therefore not to provide further evidence of these processes but to identify which regions, under these circumstances, might be at risk of economic decline or potential success and to provide a framework for targeting policy. Particular attention is given to the identification of trans-national regional systems and of their recent past performance. These are measured by a combination of "indicators" of regional structure and change including Aiginger's relative share of sector employment, degree of concentration (measured as the slope of the rank-size curve) and change in the degree of concentration. The resulting typologies of European regional systems provide new insights in the core-periphery debate. As a conclusion this paper expands on the implications of the resulting analysis for the conceptual and policy-orientated development of territorial cohesion.

Territorial Cohesion as a Toolkit for an Interwoven
Spatial Development Approach, Connecting Europe to its Regions

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The political discussion on territorial cohesion that was launched since May 2004 shows a strong tendency towards using regional territorial potentials as a lever for sustainable and economic growth. This paper wishes to contribute to this discussion by arguing that a new relationship between EU policies and regional spatial policy strategies is to be created as an important asset of the idea of territorial cohesion. By doing so a new era of the ESDP process can be entered.

The creation of the political union within Europe also implicated the creation of stronger spatial connections within the European territory. As a consequence collaboration in the field of spatial planning was considered a necessity that finds its roots in the 1980s (Faludi and Waterhout, 2002). This collaboration resulted in 1999 in the adoption of the European Spatial Development Perspective (ESDP) that lines out strategic guidelines for a sustainable development of the EU territory.

The ESDP is to be considered as a strategic document in an ongoing process of an EU-wide collaboration in the field of spatial development rather than a blueprint for development. Recently, the document proved its strategic character when the 25 ministers responsible for spatial development agreed that the political agenda for territorial cohesion should build further on the ESDP.

Since the adoption of the ESDP the European environment has however changed. With the implementation of the Lisbon strategy the EU set herself the objective of becoming the most dynamic and competitive economy. And with the most recent enlargement, the challenge for cohesion policy has become even bigger. It created a wider diversity of the European territory and enlarged the scope of territorial characteristics of regions with

each their specific needs.

In this paper we discuss from a regional point of view where and to which extend we feel the need for an EU-wide co-ordination. We will argue that new relationships between Europe and its regions should form a major asset of Europe's territorial cohesion policy. The concept of territorial cohesion should recognise regional territorial identities as an asset for further development. Also, in the line of the Lisbon and Gotheborg the ESDP process should focus more on implementation.

EU policies should not only focus on reducing major differences that exist between the growth regions and those that are lagging behind. EU policies should use these different characteristics of the regions as an added value and focus on an area-oriented approach, allowing old and new member states and their regions to set different priorities (ARL, 2004). They should be more interwoven with spatial policy instruments (in most cases a regional competence) in that sense that they can contribute to more sustainable growth within the regions and, by doing so, also increase the welfare of Europe as a whole. Hence, regional spatial development strategies, including a wide set of instruments (policy notes, legislation and implementation processes), play an important role in this process.

This perspective will require a co-ordination of EU sectoral policies with regard to sustainable spatial development, regional approaches of their implementation, and a long-term spatial observation as the basis for developing aims.

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City Regions and Spatial Strategy in England

"Though the perspective may vary, the need for larger territorial units in the European urban competition is widely accepted in political arenas" (Balducci et al 2004).

Whatever controversy lies in this statement as regarding economic development, larger territorial units such as city regions are undoubtedly necessary for the integration and cohesion of urban spatial planning in cities and conurbations.

The rejection by voters of an elected regional assembly in the North East of England has given cause to re-think the UK Government's programme of regional devolution in England. At the same time, a more recent Government development initiative, the Northern Way (ODPM 2004a) cuts across regional boundaries (currently the basis for regional spatial strategy) focusing instead on the eight city regions identified in the three regions concerned.

Elsewhere in England regional strategies are emphasising city regions as areas demanding spatial cohesion although, regrettably, current practice has divided the city region of London into three parts for the preparation of regional spatial strategy, creating special problems in securing spatial cohesion between the core city of London and its socio-economic hinterland.

Although comprehensive sub-regional planning has been advocated as the way forward in the English regions, it is as likely to be a hindrance to spatial cohesion as a help (Roberts and Baker 2004), and this approach does not at all assist the spatial analysis

of London's region and its strategic planning.

In examining a way forward that will take account of the need for planning, economic regeneration and other sustainability issues to be sensibly addressed as close as possible to the people most concerned and for there to be cohesion between spatial plans for individual localities, the paper will turn to the concept of city regions as the ground for spatial organisation (e.g. Herrschel and Newman 2002; Salet et al. 2003; Scott 2002, ODPM 2004b). Unlike conventional sub-regional definitions, city regions (in the author's view) need neither to cover the whole of national territory, nor, for this purpose, is it necessary for them to be rigidly defined. Nor do city regions for this purpose necessarily relate to structures of government, even though governmental structures may usefully relate to city regions. Whilst preparation of spatial strategy for them needs functional administrative machinery, it may be established on an ad-hoc basis if the political circumstances do not facilitate further developments in governance.

This is not to disregard wider and more fundamental debates, such as that regarding the validity of popular concepts of regional competitiveness (e.g. Lovering 1999). Rather it is to examine the role of city regions as a sound basis for the preparation of integrative spatial strategies in pursuit of politically derived goals.

The city region approach is to be examined in two ways: through comparison of British with European and North American experience, and (not least) empirically in the light of the author's experience in chairing official panels examining a number of regional and county spatial strategies.

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Spatial Scenarios in Relation to the ESDP and Cohesion Policy

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The European Union is changing significantly. It has recently been enlarged by ten new Member States, decision-making about the European Constitution is going on, and it has set itself the target of becoming the most competitive economy in the world (Lisbon Strategy). The scenario project is a part of the ESPON programme. It explores in an integrated way the territorial impacts of future developments in the economy, transport, rural development, environment, and other policy fields. The scenarios do not only concentrate on the territorial impacts of the trends and driving forces but also of the relevant EU Policies. They throw a light on the effectiveness of EU Policies and the synergies as well as conflicts they may generate. By doing this they provide important insights in the conditions under which these trends, driving forces and policies will favour a balanced and polycentric territory and territorial cohesion within the enlarging European Union. These insights are relevant for recommendations on possible adjustments and/or

changes of EU Policies. The paper describes the results of the policy-analysis which is being carried out as a part of the scenario project. The analysis concentrates on the ways in which the relevant EU Policies are implemented and the interaction between EU, national and sometimes regional authorities (their governance). This is important because implementation varies according to the planning conditions in the different member states. Our analysis distinguishes the territorial base of the EU-policies (e.g. eligibility areas) and the territorial impacts (e.g. nature and location of actual impacts). Moreover, the analysis provides an overview of: direct and indirect impacts, intended and unintended impacts, and impacts on the macro, meso and micro level.

The second area of analysis consists of the policy arena. The policy arena defines the rules for the actions of the actors – governmental, nongovernmental, and private and research organizations – and the interactions among them. The rules for action may be formal (unanimity or majority rule for decision-making) but also informal (social norms or cultures of actors). The policy arena changes over time, for instance because of the enlargement of the EU. Such changes have significant consequences for the rules of the policy arena (further EU integration or disintegration, changing decision-making rules) and for future EU policies (changing objectives or budgets).

The large numbers of actors involved come together in several coalitions. In most policy arenas the number of coalitions is quite small because of all the factors that push the actors to coalesce in order to act effectively. Together – but often also against one another – coalitions put certain issues on the agenda, implement EU policies and change them if they find this necessary. They also (re)produce the EU objectives that provide the framework for the policies. While doing this they apply various strategies and mobilize various resources.

From their own points of view the coalitions negotiate the EU objectives that are to determine the directions of the EU policies. Important EU objectives are economic competitiveness, economic, social and territorial cohesion and sustainable development. The objectives are negotiated in relation to the performance of existing EU-policies and their impacts. Lack of performance or dominance of unintended impacts may be strong impulses to change policies. The rules for actions defined by the policy arena (institutional sclerosis) or the interaction between different governmental levels (governance) may, however, hinder policy changes. Negotiations take place in formal as well as informal meetings. The ESDP may be considered as an elaboration and application of the EU objectives from the spatial point of view.

The third area of analysis consists of the impacts of the exogenous factors on the EU-policies and their implementation. Like the second area it is only analysed in order to understand how the policies are implemented and changed. These analyses will therefore be more general than those of the first area. The dynamics of the exogenous factors can become an important stimulus for the coalitions to change policies in a fundamental way. This is especially true for events labelled by the coalitions "a crisis".

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Challenges to the European Territorial Cohesion Agenda

Despite definitional ambiguities, the territorial cohesion agenda is gaining momentum among spatial planning communities particularly at the European level. The Third Report on Economic and Social Cohesion draws on a simple, yet powerful, rational to call for policy intervention which promotes a more balanced development of the EU territory. It states that "people should not be disadvantaged by wherever they happen to live or work in the Union" (CEC, 2004, p.27). This requires, among other things, the revisiting of the research and policy agenda which has so far focused on the traditional indicators for measuring regional disparities, such as GDP and unemployment, which may not necessarily capture the spatial disparities that are associated with demographic structure, population density, accessibility, urban-rural structures and relationships and access to

basic services. The Report also attempts to explain how the concept of territorial cohesion differs from social and economic cohesion. It states that, "The concept of territorial cohesion extends beyond the notion of economic and social cohesion by both adding to this and reinforcing it. In policy terms, the objective is to help achieve a more balanced development by reducing existing disparities, preventing territorial imbalances and by making both sectoral policies which have a spatial impact and regional policy more coherent. The concern is also to improve territorial integration and encourage cooperation between regions" (ibid).

This implies that territorial cohesion is about targeting places rather than sectors as the focus of policy, and measuring success by examining the ways in which the ensemble of sectoral policies are affecting places and the life chances of people who live and work there. The concept puts the spatial dimension of economic, social and environmental development at the heart of EU policy agenda. It also calls for better integration of public policy and better coordination within and between governmental and non-governmental bodies. It calls for a type of governance structure which is characterised by cross-jurisdictional partnerships.

Overall, the aim is to develop a socially equitable and spatially balanced Europe which, at the same time, strives to become economically more competitive in the world market. The implementation of such an ambitious policy goal wrapped in the concept of territorial cohesion and underpinned by the 'European social model' is yet to be tested on a number of fronts of which this paper aims to examine four. These include the tensions between: firstly, the EU competition policy and cohesion policy; secondly, the forces of spatial agglomeration and the forces of spatial decentralisation; thirdly, the rising costs of demographic restructuring and ageing of Europe and the sustainability of the European social-democratic model of welfare systems; and finally, the fragmentation of EU policy-making processes and the need for integrated, multi-level and cross-sectoral systems of governance.

Territorial Cohesion of Tomorrow: A Path to Co-operation or Competition?

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The "re-founding fathers" of the European Convention made explicit reference to "Territorial Cohesion" in Article 3.3 and III-116 of the draft Constitution. Well before obtaining legal recognition, the concept was anticipatively celebrated by the European Commission in its second and third Reports on Economic and Social Cohesion and by many other stakeholders of territorial development policies, including the European community of planners.

According to official definitions, Territorial Cohesion may have to do with some sort of "spatial justice". Seemingly a consensual principle: who in Europe would object to the provision of reasonably equal standards of living to all EU citizens, regardless of their area of settlement? Yet a close examination of the current political debate suggests that any attempt to provide an operational definition of the principle is fraught with hurdles. The deep involvement of some regional lobbies also suggests that the actual debate has not so much to do with a genuinely more cohesive Europe. Instead, and more pragmatically, the sharing of the Structural Funds cake between various geographically-specific regions is much more at stake. All these regions are of course persuaded to face an unacceptable lack or exhaustion of EU assistance, all the more so in view of a dramatic reallocation of structural funding in favour of the new Member States. As if this was not enough, a majority of the same regions belong to Member States whose national authorities advocate radical cuts in the EU budget.

Still, there is some prospect of successfully promoting a different approach to territorial cohesion, as experienced by various INTERREG programmes. It seems possible to develop genuine territorial co-operation schemes taking the steadily increasing interdependence between regions and cities as a starting point and striving to harness win-win situ-

ations by promoting complementarity, rather than competition, within transnational partnerships. The drawing-up of strategic "Spatial Visions" may prove instrumental in this respect, but also the proactive mobilisation of key-players, i.e. those most likely to tackle issues of real transnational relevance, for the common benefit of regions concerned. Considerable efforts have been invested for this purpose by the INTERREG IIIB North West Europe Programme. Considering the projects approved and currently underway in this framework, a mixed balance-sheet can already be drawn at this stage (even if the programme closure will not take place until 2008): some remarkable breakthroughs were achieved, but some frustrating results need to be mentioned as well in a critical analysis of the transnational cooperation experiment. Again, these results seem to stem from a questionable and pervasive approach to territorial cohesion, more akin to an unconditional quest for EU financial means than a real pursuit of territorial strategic objectives.

It is probably the fate of any field practice to generate mixed results, below the expectations initially dreamed of. But interesting lessons can also be learned from positive and negative results alike, to use this field practice as a testing ground for even more successful achievements. Arguably, the INTERREG IIIB transnational co-operation programmes are highly instructive in this respect. Their findings can provide a stimulating and critical insight into the proposals put forward in the European Commission's draft ERDF Regulation, with particular regard to the new "European territorial cooperation" objective. Providing such an insight is the main purpose of the proposed paper.

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The Visualisation of Network Space in European Spatial Planning

Over recent years, the debate in the planning literature has turned to the spatial impacts of the "network society", and its effects on planning policy and practice. There is an increasing awareness of functional and relational interdependencies in many contemporary strategic spatial planning instruments, and spatial policy documents at transnational, national and regional level now often consider "connectivity" as well as "proximity" aspects, by presenting network ideas next to zoning functions. The combination of these two fundamentally different conceptions of space, however, is not unproblematic (Hajer & Zonneveld, 2000), and this becomes most obvious when analysing the cartographic representation of spatial policy.

The dominant conception of space ultimately determines what can be mapped, and how it is visually represented. For decades a Cartesian conception of space, built on geographical location and proximity, has dominated planning and cartography. The two-dimensional, static nature of paper "maps" in a Cartesian coordinate system has even shaped the understanding of "planning" in many countries. Söderström (1996), for example, has argued that the introduction of zoning in many plans has since the early twentieth century led to an understanding of a plan as "what can be expressed in graphic terms", with other more immaterial or relational aspects of space being increasingly pushed into the background – and thus to the back of planners' minds. The relational geography and network space ideas in planning challenge these static representations, and time and socio-economic interdependencies become more important aspects of spatial development than location (cf. Crampton, 2001; Dühr, 2003).

This paper will discuss findings from an analysis of "connectivity aspects" in the cartographic representation of spatial policy in national and regional strategic plans in the Netherlands, Germany and England. Although planning discourse has moved on, the findings show that a Cartesian conception of space lives on in spatial concepts and cartographic representations of spatial policy, sometimes uneasily complemented by network ideas. Thus, there appears to be a growing gulf separating planning discourse and policy "text" on the one hand, and the visualisation of spatial policy on the other. Furthermore, there is a tendency for issues that are relatively easily visualised and

mapped to figure most prominently in discussions, such as urban areas, transport infra-structure and environmental or economic designations, whereas issues that are more difficult to visualise figure less prominently, for example, culture and aspects of the knowledge economy.

The current struggle to appropriately represent network space ideas in "domestic" planning instruments is mirrored in recent experiences at transnational level. Increasing attention has been given to the preparation of informal spatial strategies at transnational and European levels over recent years and current EU policy developments suggest that European territorial cooperation will further gain in importance. The differences in the understanding of planning and the approach to visualising policy in different planning traditions are seen as one of the reasons for controversial debates on the cartographic representation of spatial policy in transnational planning processes. This paper argues that in order to use powerful instruments such as cartographic representation of spatial policies at transnational level more effectively, more consideration needs to be given to the potentially contradictory messages of "policy maps". A wider discussion of the appropriate cartographic representation of network space, and the implications of this for the understanding of "planning" in many European countries will be an important starting point for transnational spatial planning processes.

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A Cluster Development Policy as a Tool for Promoting Territorial Cohesion in Eastern Turkey: The Case of Erzurum

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Interest in territorial cohesion has burgeoned in recent years. Within the European Union, in particular, there has been a growing emphasis on territorial cohesion as an important pre-condition for economic success and competitiveness. Meaning the balanced distribution of human activities across the EU, territorial cohesion represents the promotion of polycentrism or more precisely, the creation of complementary and interdependent networks of towns as alternatives to large metropolises, and of small and medium-sized towns, which can help integrate the countryside. Therefore, at the transnational level, the main challenge is to encourage the development beyond the core of the EU, namely the pentagon or the "Banane Bleue", an arch spanning across the West Midlands in the UK to the north of Italy and characterized by good accessibility, and high-quality global economic functions and services. At interregional or national level, however, the challenge is to focus on coordinating national policies for a balanced network of cities rather one large metropolitan region having strong control or influence over other cities. Finally at local level, the challenge is the creation of several small and medium sized centers in order to balance the dominancy of one or two regional centers. In this context, "the dream of a greater Europe" represents another challenge for territorial cohesion since it adds further diversified regions with weak urban systems and leads up to new territorial imbalances within the Union.

Turkey seems to be problematic in this regard. Although its young population, well trained armed forces, valuable natural resources and cultivable areas for organic agriculture put Turkey into a strategic and advantageous position with reference to its appli-

cation for the EU membership, its regional disparities and monocentric urban system, i.e. Istanbul representing more than 17% of total population, remain as Turkey's some of the most significant handicaps. To this end, the purpose of this article is to examine cluster-building strategies as a policy towards territorial cohesion in Turkey. The creation of regional clusters is often described as one of the most effective ways of attracting firms and encouraging them to stay; therefore it is a key instrument for economic, social and territorial cohesion. Therefore, the paper examines the extent to which an appropriate industrial clustering policy helps to stimulate regional development in the sparsely populated regions of Turkey. It analyses Erzurum NUTS Level II Region, one of the poorest regions in eastern Anatolia with a shrinking population, as a case study and concludes with some policy implications for a modest cluster building strategy.

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Territorial Cohesion Policy and the European Model of SocietyTerritorial Cohesion Policy and the European Model of Society

Spatial planning concerns articulated in the European Spatial Development Perspective are likely to be brought under EU territorial cohesion policy. (Faludi 2004; 2005) If and when it is ratified, the Treaty establishing a Constitution for Europe will provide the all-important statutory base for this.

As a concept, territorial cohesion is not new. The Amsterdam Treaty already refers to it where it says in Art. 16 that so-called services of general economic interest serve to maintain territorial cohesion and the "European model of society". Neither concept is defined in the Amsterdam Treaty, nor does the Constitution for Europe define them, but at least as far as territorial cohesion is concerned, the EU Informal Ministerial Meeting on Territorial Cohesion at Rotterdam came to a political agreement of its meaning on 29 November 2004. (Faludi, Waterhout forthcoming) The purpose of this paper is to explore the relation between territorial cohesion as defined at Rotterdam, services of general economic interest and the European model of society.

Although drafts of the constitutional treaty have made great play of it, the final text of the Constitution fails to mention the "European model". It appears of significance in understanding one of the driving forces behind European integration even so. This is to moderate the pursuit of competitiveness with concerns for social welfare, but also for good governance and sustainability. So it is not by accident that this model of society is being described as specifically European, distinguishing it from another model said to prevail in the US.

The most prominent proponent of the European model of society has been Jacques Delors, President of the European Commission from the mid-1980s to the mid-1990s. (It was also during his term of office that the work on the European Spatial Development Perspective started!) Needless to say, the European model of society does not go unchallenged. There is an alternative discourse ascribing the poor performance of the European economy to precisely this model – which is why US commentators sometimes deride it, recommending abandoning it in favour of a free-market approach.

First and foremost, the European model of society is invoked in relation to welfare policies, including the "social dialogue" between employers and labour that Jacques Delors was also keen on. However, it seems clear that the European model has a bearing also on territorial cohesion. After all, as indicated, the first mention of territorial cohesion in the European treaties has been alongside the invocation of that model. Also, cohesion policy as such (of which territorial cohesion policy, once it becomes official, will be a part), inspired amongst others by considerations of equity, relates to that model. At the same time, cohesion policy attempts to marry equity considerations with the pursuit of competitiveness under the "Lisbon Strategy" of turning Europe into the most competitive global region experiencing sustainable growth.

The mention of territorial cohesion in an article of the treaty dealing with services of

general economic interest is also significant. It points to some of the concerns behind the rise of the concept and to the actors behind it, in the first instance French regions with a declining population fearing the withdrawal of services once they are privatised and liberalised, as the dominant free-market discourse suggests. In addition, there are the public service providers themselves who see their position threatened. A particular role is played by the French services publiques, elite formations considering themselves as standard bearers of French republican values.

The paper analyses the relation sketched out above, between spatial planning under the guise of territorial cohesion policy, services of general economic interest and the European model of society in the light also of the Lisbon Strategy.

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Europeanization and Governance Rescaling: "Territorial Cohesion" as Opportunity for "Re-politicizing" European Spatial Policy and Planning?

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This paper addresses discourse on territorial cohesion in the perspective of its potential for innovating spatial policy-making in Europe. By this, it focuses on strengthening the political dimension of European spatial policy and planning, as a way to overcome the hegemony of disciplinary – and in essence technocratic – discourses as well as possible political instrumentalizations.

If it is to actively contribute to a new stage in the political construction of Europe, it is argued, European spatial policy and planning should be able to contribute to the dimensions of the political as public debate and contestation as well as collective puzzling and experimentation.

In this perspective, it is important to discuss the potential discourse on "territorial cohesion" bears for "re-politicizing" European spatial policy and planning. This requires a few caveats. The first concerns the need to avoid an overemphasis on instrumental interpretations of "territorial cohesion". The second concerns the need to avoid assuming "territorial cohesion" as a vehicle for predefined substantive goals and ends.

Needless to say, discourse on territorial cohesion may become an important opportunity for a renewal of substantive conceptions of spatial development in Europe. And yet, there might be a serious risk in overemphasizing substantive definitions of "territorial cohesion". The risk is that of reinstating a policy approach that, while arguing from the perspective of alleged territorial needs, reproduces a supply-oriented instead than demand-oriented approach to their definition. Instead, what is that at stake in defining conditions for territorial cohesion is a definition of territorial needs that is effective and legitimate from the perspective of involved territories.

If we hence aim for European spatial policy and planning to develop in a more consciously political direction, thinking about the prospects of European spatial policy and planning should beware of assuming goals and ends of territorial cohesion. Instead, the real challenge appears that of creating spaces for territorially grounded policy experimentation.

This aspect introduces a fundamental tension. On the one hand, as far as the effectiveness of policy choices is concerned, it is almost commonsense to assume that the geographical scale of spatial policy and planning cannot be restricted to existing territorial jurisdictions according to given political-institutional structures. On the other hand, how-

ever, the democratic foundation of spatial choices, under conditions of emergent forms of territorial governance, is no more granted by generalist territorial jurisdictions, but increasingly tied to the concrete way in which new effective and legitimate definitions of public choices are defined at specific territorial scales. In this sense, geographical scale becomes itself a stake in the process of developing an effective and legitimate spatial policy.

Addressing this issue at the level of European spatial policy and planning, beyond the prevailing proceduralism of current cohesion policies, requires a coherent commitment to creating policy spaces for spatial policy.

Clearly, in a European subsidiaritarian, quasi-federal, multi-level system of governance, this can only occur if new modes of mutual legitimation are established across the levels of policy-making that affect spatial choices. This asks for the definition of a general and viable Europe-wide framework of value-oriented choices. It also asks, however, for means to facilitate innovation and to monitor outcomes in the way "territorial cohesion" objectives are interpreted, defined and pursued, and in the way related issues of scale are effectively and democratically debated, in specific territorial contexts.

It is hence important, within a broader discourse on "territorial cohesion", to discuss how its interpretation might contribute to defining new relationship between the political-institutional rationale and the spatial rationale of policy-making for territorial develop-ment.This paper proposes a first step towards such a discussion, by reflecting upon two relatively neglected dimensions of spatial policy and planning: their embeddedness in – on the one hand – more general processes of change in modes of policy-making in Europe and – on the other hand – in the geography of governance. This calls for cross-fertilization with research on Europeanization (that is, on the mechanisms and factors at play in the adaptation to, and in the transfer and interpretation of, European policy inputs within national and subnational contexts) and with research on governance rescaling (that is, on the way new forms of territorial governance influence the constitu-tion of new spatial policy arenas and, possibly, trajectories of policy change and institu-tional coevolution).

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The Territorial Cohesion of Europe – from a Vague Notion to a Clear Idea

The EU, on one hand, is characterized by wide disparities in output, productivity and employment persisting between the countries and regions. They need assistance in over-coming structural deficiencies and in developing their comparative advantages in order to be able to compete both in the internal market and world-wide. Such assistance is even more important after EU enlargement presumably entailing a widening of dispari-ties. On the other hand, sectoral EU policies have undoubtedly spatial impacts on nati-ons and regions. Incompatible Community measures in the sphere of spatial policy could deepen the disparities between the regions, and, thus, run counter to the Com-munity's aim of achieving a balanced development throughout the entire territory of the EU. At the same time, the consensus about the importance for efficient institutions, produc-tive relationships between various actors involved in development processes, and for positive attitudes towards business and enterprises is growing. It is accepted that this needs to happen throughout the EU not only where productivity and employment rates are high but as well in the so-called periphery.

Territorial cohesion (TC) has therefore been included in the draft Constitution (Article 3), to complement the Union's objectives on economic and social cohesion. People should not be disadvantaged by wherever they happen to live or work in the Union, they should have access to essential services, basic infrastructure and knowledge by highlighting the significance of services of general economic interest for promoting social and territorial cohesion. This is a central aim of the EU set out in the Article 16 (Principles) in the Treaty.

The present EU regional policy is based on economic and social cohesion. The new Treaty, if ratified, will add to it TC. So far, cohesion is considered to be a shared competence between the European Union and Member States, which requires a clearer articulation and communication process between Europe and its Member States, and a more explicit co-ordination between policies of the Union and the States to achieve the central aim of a more balanced development. In the reality of political events, there is little evidence on the European level of a co-ordinated spatial policy that is guided by jointly agreed principles. TC's most specific aspect is hence the search for a co-ordination between actors, in the "horizontal" dimension between sector policies and the "vertical" dimension between administrative levels.

Although, in detail it seems to be still unclear what the substance of the notion "territorial cohesion" is, and why the addition of a territorial dimension was necessary, for planners this notion covers more or less the content of the ESDP which does not reflect the enlarged EU-25. Indeed, the strive for interpretations and implementations has not yet even begun, and the notion of TC in the constitution is not the end, but maybe the beginning of a debate not only about the terminology, the organisation of a territorial cohesion policy in a European context and perspective, the understanding of it in the different EU countries, but also it has to be clarified who might take the necessary initiatives and prepare the way for the realisation of TC, as well as on which legal foundations its implementation should be based.

Spatial policy as a policy which has an integrative impulse – a characteristic awarded to TC, too – has not so far played a major role on the European level. European spatial awareness is therefore relatively underdeveloped. In the Member States of the European Union, the substance and extent of spatial development policy vary significantly. It should be legitimate to ask whether all Member States should not have certain minimum standards for a spatial development policy. This seems necessary for two reasons. First, a European spatial policy that is based on the principle of co-operation can only be created in any meaningful form if all Member States contribute their ideas on spatial policy. And second, states completely forgoing any kind of spatial policy control in their own territory – or which exercise such control only on a marginal basis – would have an unfair advantage in intra-European competition which would counteract the objective of the TC.

Who has/should have competence for spatial development policy within Europe? What are its limits and procedures, and which is its relation to regional policy? Which is the democratic legitimacy of such a policy? These questions arise in the context of a debate held by an international group of scientists building a basis for the contribution at hand. It will reflect a scientific dialogue of about 10 months of duration with inputs from central European institutions dealing with regional development and spatial planning in five different countries.

Beyond a Development Perspective:
EU Territorial Governance and the Future of European Spatial Planning

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According to many authors, the European spatial development perspective (ESDP) is the proudest achievement so far of European spatial planning. Approved in 1999 by the informal Council of EU Ministers responsible for spatial planning (the adjective "informal" indicating the absence of formal Community competence in that field), it did demonstrate the need for EU spatial development policy. Therefore, all Member States and the European Commission have committed themselves to an Action Programme for the ESDP "application". In other words, born as an illegitimate child in the cradle of "social and economic cohesion" – a fundamental Community principle since the 1986 Single European Act –, the ESDP has contributed to an institutional recognition of the territorial dimension of cohesion.

Indeed, territorial cohesion is now included among the "Union's objectives" at Art. I-3 in the new Treaty establishing a Constitution for Europe. The implementation of territorial cohesion policy, of course, is a matter of EU territorial governance.

After contributing to the realisation of these events, the European Commission has proposed a reformed delivery system for the Community cohesion policy, now adopted in the draft Structural and Cohesion Funds Regulations for the programming period 2007–2013. According to it, the "Community strategic guidelines on cohesion" (CSGC), elaborated by the Commission and approved by the European Council, shall constitute the basis for 25 "National strategic reference frameworks" (NSRFs), preparatory to the respective operational programmes. Since, especially after the European Constitution possible ratification, a cohesion strategy shall concern also territorial cohesion, a consequence is that the CSGC and NSRFs package may be expected to incorporate the task of designing the future spatial development perspective for Europe, too. If so, current discussions on the future of the ESDP notwithstanding, this would implicate simply that such interesting intergovernmental experience is arrived at the terminus.

In this light, the paradox is that, as soon as the constitutional recognition of territorial cohesion has assigned a formal role to European spatial planning, the Council of EU Ministers responsible for spatial planning, instead of loosing its informal status, is rather expected to loose any meaningfulness. The case is different, if one believes that the time is ripe for EU territorial governance needing more than a voluntary application of a common spatial development perspective. In other words, one may consider than a spatial perspective to refer to appears no longer sufficient for European Communities to get a handle on territorial cohesion policy. Since its constitutional recognition, this poses crucial questions of effectiveness and of accountability, involving the problem of interaction with national planning systems too.

On these bases, the message of the proposed contribution is that, far from risking to stay at the border of future Community cohesion policy, the Council of EU Ministers responsible for spatial planning should orientate the efforts towards the discussion of and the agreement on possible principles of EU territorial governance, to be adopted in all European countries. Indeed, an excursus throughout the experiences of European spatial planning shows this would be in the interest not only of Community institutions, but of all public authorities in Europe which, whether they appreciate it or not, already participate in territorial cohesion policy and are progressively transformed by it. In particular, principles of vertical and horizontal subsidiarity in planning, as well as of coordination between subsidiarity and cohesion, are proposed as the primary ones which the European intergovernmental discussion on spatial planning should face in the next years.

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Turkey's Spatial Policies towards Integration Prior Participation to EU

Turkey has officially joined the integration progress with the EU upon its definition as a Candidate country following the Helsinki Summit held in 1999. Turkey's policies developed in the economical and social context as well as in accordance with the democratic rights based on the Copenhagen Criteria after 1993 and the Reports of Advancement prepared and announced by the EU Commission on a regular basis are pointing at Turkey's integration progress with the EU in 1998. This progress concerning the general policies and Turkey's undertaking of Acquis Communautaire has now settled on an institutional level. Turkey is moving towards policy changes that will result in quite significant consequences and cause important changes not only on the social, economical as well as cultural basis and democratic rights, but also in terms of spatial planning within the integration process with the EU. The most recent Five Years Development Plan prepared by Turkey (2001 to 2005) is as well targeting cohesion with the EU Policies as much as the basic goals in terms of regional policies.

Furthermore, the Preliminary National Development Report (2004 – 2006) that was prepared upon recommendation of the EU Commission and foreseeing the organization of the financial aids to be assigned to Turkey within the framework of the EU Support Programs Turkey will take advantage of prior to participation indicate that EU's continuous and well balanced regional development policies have been adopted. Aiming to decrease the economical development level between Turkey's regions and the EU countries and striving for cohesion, these policies are observed to significantly change the country's spatial planning dynamics during the integration process with the EU.

Turkey is diverging from the Central and Eastern European countries having joined the EU during May 2004, in terms of the demographical and spatial size. The geography on which the country is located has been quite effective in the formation of location through a multi cultural structure.At the same time, the country's social-economical structuring often did not grant the possibility of the implementation of the spatial planning process. 2/3 of the country's population is living in the Western regions and produces 82% of the national income. The gross national income per capita here is more than 23% of the country average and forms 41% of the average EU level.On the other hand, the gross national income per capita in the Eastern and and Southeastern regions is approx. 20 to 50% of the country average and thus, 7 to 16% of the average EU level (KV2001). The development level among the country regions is far higher than that of other candidate and member countries.

It is known that the removal of the inter-regional development difference as well as the constitution of a well balanced regional enhancement is one of the basic goals of EU and also form the basis of the spatial development policies in progress during the recent years. However, the fact whether or not a desired and well balanced development will succeed with the new regional development policies is in question. The shortage of the financial support possibilities of the EU Support Programs Turkey will take advantage of prior participation compared to those benefited by the Central and Eastern European countries and the massive difference between its regions and EU appear as quite significant difficulties faced by Turkey's integration with the EU. Moreover, another important problem open to discussion is that, what is understood under the integration with EU. The first article of the 1999 ESDP Potsdam document states that the characteristic feature of the EU Territorial is its cultural variety and that the European integration is supposed to preserve this variety. In addition, it emphasizes the fact that spatial development policies should not standardize local and regional identities in the EU (EC,1999). Any consequences that might arise from the adoption of policies aiming for the "singularity" rather than to ensure cohesion of policies by the EU between member and candidate states might be a threat to the aforesaid preservation of the cultural diversity. Within the scope of this announcement, a discussion of the policies having spatial effects and that have been reorganized by the institutional progress between the EU and Turkey within the framework of Turkey's local and regional characteristics as well as the EU cohesion principle is desired.

Cohesion and Growth in the EU – Is there a Conflict between National and Regional Convergence?

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The analysis of economic disparities within the European Union strongly depends on the regional level concerned. Whereas the economic gap between the member states of the EU15 has decreased over the last decades, regional disparities on the NUTS2-level have rather deepened. The reason for these contradictory findings can be found in the increasing disparities within many of the member states: Especially in growing economies the gap between the urban centres and the rural periphery tends to widen. The strong concentration of research and development, high skilled labour, infrastructure and foreign investment in the capitals will therefore supposably become a big chal-

lenge for the accession countries, which will have to face enhanced international competition.

EU-policies act in the dichotomy between the conflicting goals of economic growth and cohesion. Since all of them have regional impacts by changing economic conditions for production it is of great political interest whether a certain measure fosters economic efficiency by favouring the highly developed centres or rather enhances convergence by promoting lagging regions. The answer is, however, not always trivial and needs closer examination: Measures encouraging regional cohesion on the European level can also increase disparities within a state or a region at the same time. This is the reason why the regional effects of EU-policies have to be analysed on different spatial levels.

Dealing with the spatial impacts of European Cohesion Policy, Trans-European Networks and Common Agricultural Policy there is some evidence that these policies try to compensate the effects of enhanced competition in the common market by concentrating their efforts on urban growth poles within the underdeveloped countries. Doing that, the European Union comes up to the two conflicting goals of growth and cohesion by promoting efficient economic development in the member states on the one hand and regional convergence on the European level on the other. This approach is of course mainly directed at European objectives and brings about new problems for the member states: Referring to the principle of subsidiarity the growing divergence within the member states is, however, not a duty of the European Union but of the member states themselves: Therefore national politics are still required to take on responsibility for these intranational problems by adopting their transport, regional and economic policies to the new challenge.

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Closing the Gap: Polycentric Development as a Means for Cohesion

This paper analyses and discusses polycentric development policies on the national level. With a European territorial cohesion policy in the offing (Faludi, 2004, 2005; Zonneveld and Waterhout, 2005) and the grounded expectation that polycentricity is likely to become an issue in such a policy (Faludi, 2005), it makes sense to find out what member states themselves are actually doing in the field of polycentric development. The paper builds on research carried out within the ESPON 1.1.1 project on the potentials for polycentric development in Europe.

The objective of this paper is to provide the reader with a better understanding of polycentric development at the national level of European countries. This conceptual clarification helps to relate polycentric development to the concept of territorial cohesion and to policies that try to apply these concepts.

There are several reasons for this focus on European countries. As the concepts of territorial cohesion and polycentric development still need to crystallize out on the European level, this conceptual debate could well be informed by national approaches to similar issues of unbalanced development, competitiveness and cohesion. Another reason is that although the European spatial discourse and in particular the ESDP is generally considered as providing a framework for spatial strategies at national and regional level, one must be aware that community policies in turn often bear the stamp of one or another national tradition. So, a European territorial cohesion policy will be based on national approaches to cohesion and polycentric development by definition. This influence will be even stronger since formal competencies for territorial development are within the member countries and not at the European level. Finally, the pitfall that a European polycentric policy "might create an illusion of balanced development at a broad brush level, whilst presiding over, or even exacerbating, polarization on a more localized scale" (Copus, 2001: 548) may be avoided when more is known of the spatial trends and policies at lower levels.

Therefore, the paper presents a state of the art of polycentric development policies aim-

ing for cohesion in European countries. After having addressed the objectives and ratio-nales of polycentric development policies the paper will continue to focus exclusively on the cohesion objective. We found that national polycentric development policies aiming for cohesion differ between each other in addressing various types of gaps, or dispari-ties, in the urban system. The polycentric development policies of France, Poland and Germany are presented to validate and illustrate our findings. With the help of some analytical data a picture will be drawn of the extent to which national urban systems can be considered polycentric. As we will see, this analytical dimension and the type of gaps within the urban system can be closely linked to the type of policies pursued.

Regional Spatialisation of European Policy Ideas

This paper deals with a Swedish regional case as a part of the spatialisation of a "European Corridor", stretching over urban agglomerations from Hamburg over Copenhagen to Stock-holm-Uppsala and, at the same time passing through a multitude of European regions such as Jönköping in Sweden. The "European Corridor" is exemplify-ing a transnational territorial co-hesion.

The "European Corridor" provides a case of the "spatialisation of ideas" that reflects dominant EU planning and policy strategies and discourses of accessibility, economic growth, spatial development, and sustainable development. In addition to the fact that the "European Corri-dor" territorially stretches across several countries (Sweden, Denmark, Germany) it also over-laps other territorial configurations of trans-national and multi-level co-operation. More of the various spatial policy processes, all territorially over-lapping each other and all intertwined through multi-level governance constellations, focus on infrastructure, economic growth and environmental concerns in a way that reflects how these issues are related to the European level (IMAGES 2004).

The paper concerns a pre-study of Jönköping region, which is one of the middle sized territo-ries through which the corridor passes. Analysis of a multi-level perspective are emphasised, where European polices are shaped by an interplay both between European, national, regional and local level as well as between public and private sector interests at different scales. The Jönköping case illustrates how the European policies can be concretised and spatialised on the regional level. The Jönköping county and local authorities together promote the policy vision of Jönköping as a logistic centre. This is a spatial development as a benefit out of the localisation in the middle of two European transport corridors. The E4 motorway parallel with the planned Europe high speed rail-way track, together with the Götaland track between Göteborg and Jönköping passing the region will make Jönköping as an important node.

The ambition has thus been to provide a critical and both empirically and theoretically grounded view of the regional and local policies in relation to the framework of the com-plexities in European spatial policy. The regional and local policies of Jönköping reflect the European policy goals of promoting regionalisation, competitiveness, connectivity and mobility. This is studied by methods of discourse analysis. It is spatially interpreted in the regional growth programme, in local authority planning policies and programmes which reserve areas of land for future road and railway construction, and the develop-ment of industry and commerce together with urban development plans with a view to creating an attractive town centre able to compete with other regions along the trans-port corridor. (Nilsson 2003)

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The Impact and Added Value of Structural Policies

Enlargement will add just under 5% to the European Union's GDP, but nearly 20% to its population. As a result, average per capita GDP in the EU of 25 Member States will be around 12.5% less than the average in the EU of 15. Consequently, for 18 regions, per capita GDP will no longer be below 75% of the EU15 average (a statistical effect, for the structural problems will remain unaltered).

In addition there are regions with declining competitiveness, falling relative levels of income and unemployment and depopulation (e.g. old industrial regions, regions with unalterable constraints of a geographical or other nature which are hindering their development). In these cases the challenge for cohesion policy is to provide effective support for economic restructuring and for the development of innovative capacity before these weaknesses grow into even greater problems.

The greater effectiveness of Structural Fund management is attributed to the consequences of Community policy. Programme planning, partnership, concentration and additionality are the main principles here. The systems involved are to be simplified and their management is to be decentralised (with the Commission continuing to bear final responsibility). Enlargement will bring fresh challenges for the Structural Funds. In the accession countries ISPA, SAPARD and PHARE will run until 2006. At the same time they will be eligible for support from the Structural Funds. The 2004–2006 period can be regarded as a transitional phase, allowing the new Member States to prepare the ground for the next, much more important programming period. Funds are to be focussed on a limited number of priority areas so as to make them as effective as possible and at the same time reduce problems at the implementation stage to a minimum. A special effort will be made to ensure maximum coherence between the Structural Funds and national policies. Meanwhile, the accession countries are to acquaint themselves with the strategic and programmatic approach and concentrate on a limited number of priorities.

Institutionalisation has made substantial progress during the last ten years, as the number of agreements between municipalities has more than tripled in comparison with the preceding decade. This trend affects cities both within the EU and outside the EU, including cities at the Eastern external borders of the European Union. A certain amount of financial support from the European Union (notably in the framework of the INTERREG and PHARE-CBC programmes) clearly helped and supported the trend. Euroregions or similar co-operative entities have also played a role in giving a stable framework for co-operation to cities and other territorial authorities.

The added institutional value (acquaintance with and co-operation between territorial authorities and bodies as well as social partners) and the socio-cultural added value (exchanges of information and know-how in the regions) are incontestable. As regards the socio-economic added value, this is manifest in the following areas – although with regional differences.

In many cases the actual cross-border nature of INTERREG has still not emerged very clearly, especially as regards the major INTERREG programmes which are geared mainly to infrastructure and endogenous development in the various border regions.

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Territorial Cohesion versus European Spatial Development – the Effort of a Clarification

Although "territorial cohesion" had been previously introduced in the treaty of Amsterdam it has only really been resounding throughout the land since its adoption in Art. 3 of the European Constitution. It seems as if "territorial cohesion" is on the way towards simply replacing "European spatial development". But no clear definition of the term exists on the European level nor the national state level. Granted, various efforts towards finding an interpretation have been undertaken by scientists. But up to now no

common understanding of territorial cohesion lies on the table. This raises several questions. What is the sense of territorial cohesion? Does it really mean the same as "European spatial development"? If so, why establish a new term on the European level that needs translation both linguistically and semantically in all the member states' languages? If not, why use it in an identical context?

It's impossible to answer without attempting to define "European spatial development". Due to a very heterogeneous understanding of spatial policy and planning in the EU member states this term was created 1994 within the European Spatial Development Perspective (ESDP) process as a kind of compromise among the member states. It could be formally translated into the several member states' languages without the risk of misinterpretation.

A first attempt to define the tasks of spatial development on the European level was undertaken by the European Conference of Ministers responsible for Regional Planning (CEMAT) of the Council of Europe (CoE) in 1983 through Resolution No. 2 of the European Regional/Spatial Planning Charter – better known as the Torremolinos Charter. The "regional/spatial" wording was chosen to accommodate the various traditions of spatial policy and planning in the member states of the CoE.

The Charter says, in paragraph 10, that "regional/spatial planning contributes to a better spatial organisation in Europe and to the finding of solutions for problems which go beyond the national framework and thus aims to create a feeling of common identity, having regard to North-South and East-West relations." And further: "Man and his well-being as well as his interaction with the environment are the central concern of regional/spatial planning, its aims being to provide each individual with an environment and quality of life conducive to the development of his personality in surroundings planned on a human scale." The fundamental objectives of spatial planning were set out as:

1. Balanced socio-economic development of the regions
2. Improvement of the quality of life
3. Responsible management of natural resources and protection of the environment
4. Rational use of land

The Torremolinos Charter is considered to be the first commonly established guideline for European spatial development. It already includes all relevant aspects that have become the leading principles for the ESDP. As Williams stressed, the Charter sought to promote the idea that planning should form part of the responsibilities of the authorities at the local, regional, national and European level; that it should seek co-ordination between policy sectors and that it should be democratic and participatory.

Does "territorial cohesion" really cover the same objectives? The new term might be a possibility for solving the so-called competence issue between member states and the European Commission. While the member states are still responsible for spatial development and no responsibility for this political field has been assigned to the European level, there is no doubt that the Commission is responsible for Cohesion policy. Regarding an integrated, harmonious and balanced development of the European Union, it seems to be very logical to argue that economic and social cohesion needs to be supplemented by a territorial dimension. Following the Commission's interpretation, this would provide an opportunity to take spatial impacts and interactions more into consideration than has been possible within regional policy. And Michel Barnier, the former Commissioner responsible for regional policy, stresses what territorial cohesion is in his opinion: another way of saying "aménagement du territoire".

But this is not what is meant by spatial development. Territorial cohesion as it is currently used among the Commission and the member states covers some aspects of spatial development, while others are left behind. And still there is no clarification as to the objectives territorial cohesion is striving to achieve. The term is used as a matter of course, but nobody really knows what it implies. There is no doubt that it is imperative to find a common understanding. If the term is to replace "European spatial development" its intrinsic objectives must be clear. The roots of the term are French. This can be a first stepping stone towards clarification.

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Towards European Territorial Cohesion through Institutional Collaboration: Partnerships, Polycentric Development and Institutional Cooperation

This paper assesses the extent to which the movement towards greater territorial cohesion in Europe is being supported by the creation of effective institutional co-ordination and co-operation. Based on research undertaken for ESPON project 1.1.1 (The role, specific situation and potentials for urban areas as nodes of polycentric development), the paper seeks to (a) examine the extent and nature of institutional networking at a range of spatial scales; (b) identify barriers and opportunities to multi-governmental, inter-sectoral and cross-boundary co-operations; and (c) highlight examples of good practice in developing and sustaining effective governance relations. The empirical material presented in this paper is based on survey of municipal authorities across Europe. The findings from this survey allow us to assess the level and nature of political polycentrism in different European countries, and review the scale and scope of partnership arrangements that cut across administrative boundaries and sectors and include governmental and non-governmental bodies.

The paper argues that creating both horizontal and vertical cooperation between various levels of government (as well as between government and non-public bodies) and achieving integration between disparate responsibilities has now become the central focus of effective governance across Europe. This is particularly the case with regard to the polycentric development of Europe. Promoting economic competitiveness in European polycentric urban regions requires both "hard" infrastructure, such as an efficient transport and telecommunication network between and within the regions, and "soft" infrastructure, such as effective institutional networks. Indeed, the existence of effective cooperative relationships between levels of government and between non-state interests is an important prerequisite for developing and sustaining economically, socially and environmentally balanced regions across Europe.

Following the ESDP, the paper emphasises the critical role of building up cooperation and partnerships between towns and cities and their surrounding rural areas for greater territorial cohesion. Joint working arrangements which are capable of cutting across the administrative and functional boundaries are seen as effective ways of creating integration and coordination in the midst of diversity and multiplicity of: actors, interests, powers, responsibilities and institutions. The paper argues that there is a need for effective harmonisation and coordination of the operation of these institutions in order to develop their capacity for capturing the opportunities that are embedded in and arise from polycentric development of European regions.

A key theme of the paper is that a contributory factor to the development and promotion of polycentricism in Europe is the creation of effective institutional coordination and cooperation. In other words, what might be termed effective "political polycentrism" is a significant part of effective functional polycentrism. The research findings suggest that many European cities and regions have developed a variety of forms of both horizontal and vertical co-operation, either on single issues of mutual interests or on wider strategic issues. Whilst the degree of functional polycentrism in different areas is still unclear, there is already evidence of a degree of "political polycentrism" at various spatial scales.

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Diversity and Context Dependency in European Spatial Planning

Since the 1980s, there has been an increasing perception that transnational influences on spatial development are growing and that in the European Union (EU) such trends are accentuated by the processes of European integration, for example, the single European market and EU sectoral policies with a territorial significance. Recognition of such issues by EU member states and the European Commission provided the rationale for the development of the European Spatial Development Perspective (ESDP).

This document, agreed in 1999, is a non-binding framework intended to guide spatially significant policymaking in order to achieve a more balanced and sustainable growth of the EU territory. By common agreement of all participants, the application of the ESDP was to be achieved through voluntary co-operation based on the principle of subsidiarity, and a reorientation of national spatial development policies and EU sectoral policies. This paper considers the application of the ESDP in formal strategic spatial planning in EU member states through an investigation of its application at the national and sub-national levels in two EU member states representative of different European "spatial planning traditions" (CEC 1997): the United Kingdom and France.

Firstly, the background to the emergence of European spatial development policy is explored from theoretical and empirical perspectives. This exploration is based on a review of literature structured around four themes: spatial planning; European integration and governance; regionalism and territorial governance; and policy sciences. This contextualisation and conceptualisation of the ESDP application process leads to the adoption of a contextualised and comparative research approach in which the key questions generated by the thematic literature review are consolidated into three analytical perspectives the "application"; "multi-level"; and "comparative" perspectives. These constitute the conceptual framework for the paper, condition the methodological approach it adopts in investigating the application of the ESDP, and provide a framework for the interpretation of its findings. The paper then investigates the application of the ESDP in member state spatial planning systems through a consideration of the application of the ESDP in the UK and France at the state and sub-state territorial levels. The context for the application of the ESDP in each country is established and its application at the national and sub-state levels is evaluated through a review of systemic reforms and emerging policy frameworks, and case studies of regional planning processes in English and French regions. The findings of these investigations are then interpreted in light of the paper's conceptual framework in order to relate these to the wider contextual and theoretical background of European spatial planning as a policy discourse and process. This analysis suggests that the application of the ESDP in practice is characterised by diversity and that "receiving contexts" composed of the attributes of different territories are significant in conditioning the manner in which it is applied. As a result of this, the paper concludes that it is important for future research into the influence of spatial planning policy for Europe on the practices of planning in Europe (Böhme 2002) to be sensitised to, the complexities of the application of such policy in practice, and the diverse territorial contexts in which European spatial planning discourses such as the ESDP's are reconstructed and applied in the practice of spatial planning.

**A Spatial Vision for
North West Europe Today**

During the Community Initiative INTERREG IIC North West Metropolitan Area Programming period (1994–1999) the UK, the Netherlands, Germany, France, Ireland, Luxembourg, and Belgium worked together to form a common set of spatial challenghes. A specific project aimed at formulating a number of transnational spatial challenges and corresponding policy options that resulted in the publication of the Spatial Vision document in 2000.

Following on from the drafting of the European Spatial Development Perspective, the non-binding document adopted by the Ministers for Spatial Planning at the Potsdam Council in 1999, the Spatial Vision was a first step towards a joint view of the north western territory.

Five years on, this paper looks at the current state of the Spatial Vision process. It reviews the academic and professional reactions to the first document and critically examines the position of the member states it refers to.

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The spatial dimension of European integration has never been more eminent, "after all, removing barriers changes spatial relations, and so do flanking strategies, like support for less-favoured regions and trans-European network", (Faludi 2002). However, there are indications that the momentum is weakened.

What are the main issues to rbe looked at when discussing the process of collaborative transnational spatial planning; what are the main weaknesses and strengths of the whole process and how is the decision-making process organised. Furthermore, how is national consultation taking place and what barriers exist to promoting a joint operation in the field of territorial development. What is the level of involvement of the regions and how differences in cultural, administrative and planning terms accountable for the progress of the process.

The "zoning" of Europe into large transnational areas, one of such 13 is the ex North West Metropolitan area now called North West Europe (NWE), was designed to trigger novel discussions and reflections on territories. Is this a workable level of analysis. Is it sufficient to draft spatial visions for these zones. Have the spatial visions "basically been written by spatial planners acting alone" (Zonneveld 2005).

The paper will try to examine the different reasons of the loss of momentum and look at the current situation of the spatial vision process of the INTERREG IIIB North West Europe Programme to examine whether the available "package deal" for the member states is not as attractive as it should be to build on the Community Initiative potential to "envelope the institutional infrastructure" (Faludi 2002) necessary for more concrete results.

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A Transnational Polycentric Area in the Border Region of Austria, Hungary and Slovak Republic – The European Model of Society in Action?

Territorial cohesion and polycentric development play a prominent role in discussions about future spatial policy and European integration. A polycentric urban system, as proposed in the European Spatial Development Perspective (ESDP) is assumed to be more efficient, more sustainable and more equitable than either monocentric or dispersed urban development. Likewise, territorial cohesion, introduced in the Treaty of Amsterdam and the European Constitution as one of the goals of the European Union, is about a balanced distribution of human activities across the Union. Both concepts appear in different documents but both relate to European spatial planning and regional policy. The paper explores the relation between them. Both concepts also reflect the idea of a European model of society, so far not clearly defined but understood to foster competitiveness whilst keeping in mind concerns for social welfare, good governance and sustainability. The paper describes the main elements of the European model of society, distinguishing it from e.g. the US model.

Such discussions at European level are especially important also with regard to the European Union enlargement of 2004. Two interlinked trends can be identified in the wake of enlargement: the disappearance of national barriers, and increasing integration through the possible emergence of new transnational functional areas in a region which for several decades has been divided by the so called "Iron Curtain". The paper investigates how polycentrism could shape up in such an area including "old" and "new" member states of the EU, using the Vienna-Bratislava-Györ area in the Danube Space straddling the border to former Socialist countries as an example. This area in Central Europe encompasses parts of Hungary, Slovakia and Austria and illustrates the problems, opportunities and interdependencies of restructuring and integration with huge changes in border areas in its wake. The paper outlines the dramatic changes in the study area over the last hundred years, especially the fundamental changes in the political, administrative and economic structure over the last fifteen years. Being an area with high interaction before World War One, forty years of separation began after World War Two,

when the cities started to co-exist without any form of (institutionalised) co-operation, finding themselves located at the periphery of the respective blocks of which they were part. With the political changes in 1989 the geographical situation changed once again. The area is now in the core of Central Europe with the possibility of intensive co-opera-tion. The specific situation, characteristics, opportunities and problems in such an area (also with respect to Central and South-Eastern Europe) are described. The Vienna-Bratislava-Györ area is facing the challenges of transnational integration and therefore this work analyses how the concepts of territorial cohesion and polycentric development shape up there. Finally the paper gives an outlook concerning trends and challenges the Vienna-Bratislava-Györ area has to face and whether and if so, how the European model of society relates to day-to-day practice of transnational planning.

The Art of Transnational Visioning – Making a Soft Instrument Work

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Spatial policy is no longer the exclusive preserve of individual nation states. Globalization and European integration have triggered a search for new forms of admin-istration, which also includes cooperation between countries and regions at European (especially EU) and transnational level. Such cooperation has produced numerous spa-tial planning documents, which are supposed to serve as a framework for policy. The question is, however, whether these documents, mostly coined spatial visions, actually form that new administrative instrument for which the "authors" so earnestly have been looking. For instance, every time a vision is published the question arises how it should be interpreted. None of the visions has a real planning subject comparable to planning subjects in individual countries. Although visions embrace dozens of policy goals, they do not present what could be expected given their title of vision, namely spatial images of territorial structures and their desired development.
Based upon an analysis of five transnational visioning processes we briefly discuss the most important issues encountered in transnational vision making. Given all the prob-lems in making transnational visions we then move on to the question what the purpose could be of such visions. Why do "we" need transnational spatial visions? In answering this question we will discuss different interpretations of the concept of transnationality. Dominant is the broad view: what qualifies as transnational and therefore receives attention in a spatial vision are all the policy issues and options which countries and regions share. This broad view of transnationality is reflected in a wide spectrum of poli-cy goals and policy options, which number from a few dozen to more than a hundred. A more restricted view of transnationality tends to concentrate on issues where the stake-holders conclude that there are intrinsic spatial relations which transcend the national borders. Subsequently, they also conclude that these connections make cross-border cooperation desirable and necessary. This view on transnatioality is characterized by the selection of only a few policy issues and the formulation of a limited number of policy goals and options or recommendations. There is also more room for images and visuali-sation.
The added value of both views on transnationality will be discussed. We will confront these perceptions of transnationality with two of the main functions of spatial planning. The first one may be characterized as "communication". A vision dominated by commu-nication seeks to provide an interpretative framework in the form of, say, spatial struc-tures or spatial developments. Such plans try to influence frames of reference. The sec-ond function can be characterized as "programming". This function is bound up with the ambition to actually realize spatial plans. This, however, calls for concrete instruments – which are usually lacking at transnational and European level. It is necessary, therefore, to ascertain whether instruments, which are used in European sectoral policy, can also be applied to realize the ambitions of transnational and European spatial visions. The

question though, is whether such programming documents can still serve as visions. Based upon a differentiation between two perceptions of transnationality and two prime functions of spatial planning tout court we round off with guidelines for transnational and European visioning.

Track 3: Planning Theory and Methods

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List of Abstracts for Track 3

Statement of Track Chairs

As of May 2004, the European Union (EU) has twenty five member states and more than 450 million inhabitants, and three additional states are currently "candidates" for EU membership. The expanding EU structure involves the coexistence, mutual influence – and potential conflict – of diverse economic, social, cultural, ecological, political and administrative conditions. Our theme revolves around the role that planning in general, and planning theory in particular, can play in resolving the problems that inevitably arise in this context.

Given the extensive and increasing diversity of the EU – and indeed its neighbouring countries and many other parts of the world as well – the concept of "territorial cohesion" as a policy objective seems unattainable. Decision making in both the public and private sectors is increasingly influenced by global trends. And location-specific planning choices made by a variety of actors may have implications – some known and some unknowable – that reach far beyond the intended scope of the plan.

One could argue that important economic and social differences cannot be adequately addressed by the uniform application of planning practices, yet at the same time coordinated planning is necessary in order to promote cohesion and economic, social and environmental sustainability. Communities and regions in the EU and beyond face complex challenges that lie beyond the responsibilities and resources of any one order of government or actor. In many cases, these communities and regions, whether urban or rural, are increasingly interdependent. The decisions taken today will set the pace of change in the EU and beyond, and will shape the environmental, social and cultural impacts of that change.

In the light of these changing dynamics, should planners be thinking differently about our approach to planning? Should planners be devising new methodologies? What is the role of planning theory in resolving the tensions inherent in these realities? How can commonalities and differences in the "culture" of planning theory contribute to this resolution?

Potential Themes:

Three general themes/topics are suggested:

1. What are the commonalities and differences among planning theories inside and outside the EU?

How can we understand and learn from the different planning theories/cultures (with their differing views of objectives, problems, causes, concepts, solutions, etc.) particularly those of the new EU members?

2. With increasing cultural diversity, will modern western planning approaches (with their theoretical roots that can be traced to the logical positivism born in Vienna) become less relevant?

How can planning theories help to fill the gap between cultures?

3. What is new in planning theory and methods and how can/should these theories be tailored to respond to the new realities arising from the expanding EU?

What are current themes in Planning theory and methods? Where do we stand? Where should we go? And what are the implications for planning education?

**New Directions in Planning Practice: Why Mainstream
Planning Theory Offers an Incomplete View on Current Transformations**

Over the last decade or so, planning theory has been mainly preoccupied with developing, reinventing, analysing and/or criticizing various forms of communicative decision-making. The "argumentative turn" in urban planning and policy analysis has refocused planning-theoretical research primarily on what planners do and say in practice, and on how they moderate or mediate decision-making processes. Planning, formerly a bastion of technocratic rationalism, has undoubtedly transformed itself into a much more "communicative profession" today.

What has been less noticed – or at least not adequately discussed –, however, is that the planning profession is also diversifying itself in many additional ways, some complementary, but some also contrary to the argumentative/communicative turn. Using Germany as an example, we showcase a variety of innovative approaches aimed at influencing urban decision-making processes. Regrouped into broader categories, these examples point towards several new directions in planning practice, ranging from a performative turn focused on publicly staging participatory processes or – often temporary – spatial arrangements, a virtual turn focused on using interactive media, a liberalist turn focused on laissez-faire, less public, streamlined decision-making to an eclectic turn that readily adapts approaches from other countries (mainly the U.S.).

We argue that the current, rather narrow focus on communicative/collaborative practices in mainstream planning theory ignores the important new ways in which these diverse approaches are actually transforming the profession as a whole. Budgetary crises, economic stagnation, lagging investment and demographic changes are often the starting points for the alternative planning practices mentioned above. What is interesting about these new approaches is that their proponents all found that "conventional" communicative decision-making did not address new challenges in planning adequately. Whereas communicative planning seems to be a valuable tool for conflict-resolution and visioning processes in a dynamic development environment, other approaches seemed necessary to complement collaborative planning to creatively initiate spatial development in times of stagnation.

The relevance of those observations for planning theory is imminent: The societal "problems" planning aims to "solve" change because planners and (local and regional) decision-makers conceive the (local and regional) planning environment differently from a decade ago or so. Planners (and architects) explore new fields for action when more traditional avenues to possible careers are closed, politicians go for fresh ideas where the promotion of economic development does not suffice for political success at the local level.

It remains yet to be seen if those tendencies will capture a substantial share of the universe of planning or if they are just a by-product of economic and demographic stagnation. In the former case, the nature of planning will change in the long run, in the latter there is a good chance for a better understanding of the relationships between society and planning.

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**From National to Multinational and "Global" Planning:
What Implication for the "Planning Theory"?**

It seems that the AESOP community has extended – from the spatial dimension viewpoint – the scope of its own field of experiences and studies, introducing more room to the national, supranational and global dimensions. For instance, at the 2001 Congress (Aveiro), a specific track on the future of "national" planning was introduced for the first time, in relation to which "physical" planners (playing a dominating position in the AESOP) have practically been considered by the people and by themselves aliens. The

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joint Congress of Shangai has opened the door to the "global" dimension of planning (it would be surprising if it didn't, given its own global dimension!). And the forthcoming Congress of Vienna has organized a special track in "Transnational and international planning".

The paper presented here intends to debate how this "extension" of the spatial dimension of planning can have an influence on the planning theory issues, as developed until now.

First of all, it will be discussed how the upgrading in the spatial dimension of planning to the national and international levels has had an impact on the way the in which people have dealt and treated the relationship of the concept of physical and environmental planning (a typical field of received concept of planning and planners) with the non-spatial dimensions of planning.

Furthermore, this paper intends to debate how this extension could, in the future, bring forth a change in the general methodological frame of planning itself-pushing it beyond its conventional issues and creating the bases for an autonomous and new discipline named the "science of planning" or "planology", that could include these new approaches or levels of planning.

In fact planology, as an integrated method of planning, could be the result of the necessity to face new spatial levels of planning; and could be a kind of total emancipation of planning from its original cradle, town-planning or economics or geography, or sociology or policy sciences, or management sciences with their different respective methodologies.

Such neo-disciplinary emancipation, with the primacy of its approach, could also produce a radical overturning in those background sciences-namely in their approach: from a analytical to a operational approach; from a "positivist" to a programmatic (or decision-oriented or planological) approach; from a theoretical (in the sense of interpreting the facts) to a pragmatic (in the sense of problem solving) approach.

Analysing the implications of the extension of the spatial dimensions of planning, will also be a very good opportunity to outline the features of the above said change in the methodological approach.

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**The Social Construction
of Brownfields**

In the influential Purity and Danger (1966, 1984), Mary Douglas showed that the idea of pollution serves an instrumental as well as an expressive purpose. The instrumental, in her examples, was related to hygiene and cleanliness, but it was the latter-the expressive-on which Douglas focused. Equating dirt with disorder, Douglas wrote (p.2) that when we chase dirt away in the quest for tidiness, "we are not governed by anxiety to escape disease, but are positively re-ordering our environment, making it conform to an idea."

In this paper we argue that in the case of contaminated properties or "brownfields", the instrumental considerations have so outstripped the expressive that public policy is in a crisis of meaning. The only meaning of brownfields that society agrees upon is a legislative or legal meaning. Textbooks begin with this meaning and many scholarly investigations embed this meaning in their analyses (e.g., Rafson and Rafson 1999; Tease and Long 1999; Coffin 2003). However, the legal definition of brownfields has been arrived at without considering the social context in which brownfields are identified or remediated. Consequently, brownfields are more closely associated with punitive action and with the attribution of pollution responsibility rather than with efforts toward understanding the social costs of rehabilitation and cleanup. Arguing that is important to consider the expressive and even ritualistic role of labeling and defining we show that pathologies of brownfield policy are set up by merely seeing owners of brownfields as "culprits" instead

of also as "clients" of brownfield policy. For instance, there is little recognition that it is not only these owners but also other landowners in brownfield neighborhoods who are collectively responsible for a persistent condition of decline that allows brownfields to persist and prevents their cleanup from taking hold. In fact, prevailing brownfield policies fundamentally separate brownfield owners from their communities. Putting brownfields in a broader context of social and cultural capital, on the other hand, allows us to move from reactionary to anticipatory policies regarding brownfields and brings a broader set of considerations to bear on our decisionmaking.

The empirical work undergirding this paper derives from case studies of brownfields in Los Angeles (LA) and Kuala Lumpur (KL). While the LA story is one of law and regulation, KL is an almost complete contrast. It serves as the brownfield equivalent of what were "primitive societies" in Mary Douglas' analysis and it helps us to see how the social construction of brownfields points to a broad-based understanding of brownfields rather than a narrowly technical or legal one. In addition to Douglas and the brownfield literature this theme also allows us to draw on the literature of problem definition that has been mined extensively in planning. Our work will contribute to developing a broader meaning of brownfield policy that is of relevance to planning and policy.

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Changing Phase of Turkish Planning in the Case of Izmir, Turkey: Participation and Democracy?

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During the 1950s a "policy analysis" approach developed in planning on the basis of rationality and instrumentality. According to this approach, planning practice is expert-driven and based on social scientific results retrieved from field experiments like those done in natural sciences. As a result of the change in the global economy, social and political changes, and changes in people's perception of citizenship, the notion of democracy and planning have also changed in recent years. Along with globalization, especially after 1980s, the loss of the importance of national boundaries, internationalization of capital, erosion of the notion of representative democracy, locality being put in the foreground, priorities given to individuals and human rights constitute some factors which enhanced this change. The elitist and technical planning of the 1950s has replaced with collaborative planning fostering participatory democracy, open dialogue, communication, learning, and innovation. It takes a form of group processes working on strategies and procedures, and involving experts, citizen representatives, officials of elected and appointed bodies. In such processes, groups learn by talking and by doing, applying and evaluating principles and generated concepts. But, it is fair to say that participatory planning is still a tiny part of planning practice and that the rational choice folks still rule.

Turkish planning system is not exceptional. In the last decades, despite of the widespread application of technical planning, the country has gradually experienced more participatory processes ranging from grass route change projects especially in environmental planning and management to empowerment of children and women in poor urban areas due to international interventions. More than fifty municipalities have imple-

mented Local Agenda 21 activities since 1990s. Cities including Izmir, Eskisehir, Kocaeli, Bursa and Rize have applied searching methodology while involving interested local stakeholders in their strategic planning processes. The new Municipality Law no 5216 enacted in 2004 expands the boundaries of a great metropolitan municipality, enforces governance over its city-region, but gives it more authority for supervision and monitoring of smaller municipalities within its governing city-region.

This paper reflects on the changes in the Turkish urban and regional planning practice focusing on the case of Izmir, the largest populated city of Turkey, located on the Aegean coast playing a historically important harbor, one of the most industrialized regions, and generating active citizen movements more than anywhere else in the country. The paper articulates the changing phase of planning with respect to participation and democracy following the new transformation in the global economy, politics, and the role of society; and the reflection of these factors in the planning system of the Izmir city-region. The paper also presents the relevant participatory planning processes having taken place in the area, their emerging reasons, their organizational structure and processes, the methodologies and methods used, their success stories, and lessons learned.

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The Fable of Bell Curves in Development Theory and Planning: A Critique

Perhaps the most significant and persistent images of development that have influenced the thinking about development in the postcolonial years are the parallel trajectories of development characterized as the "bell curves." There are five of them altogether – most celebrated being the Kuznets curve that tracks income inequality as a function of economic development. The other four has to do with measures of population growth, urbanization, urban primacy, and interregional disparity. As Alonso(1980) discussed in a review article some years ago, seemingly there is an internal logic to the bell curves, and a set of interrelationships presumed on historical trends of economic and population growth and transformations of settlement systems. Thus bell curves are a counterpoint to Hirschman's (1988) notion of development as a "chain of disequilibria."

Now there is talk about a sixth bell curve, popularly referred to as the environmental Kuznets curve. Here the assumption is that a nation's environmental quality will decline with economic development, but will eventually improve with the technological progress, institutional innovations and mitigation measures that will no doubt follow economic development. This paper will focus on the legacy of the bell curves, and examine why the fable of bell curves continues to capture the imagination of development planning theory. The paper will argue that although positivist in origin, bell curves are profoundly normative, and indeed ideological. The underlying belief is one of equilibrium, and rooted in the belief that any turbulence and distortion in a closed system may get amplified initially, but would eventually modulate into a steady state. This position inherently rejects intervention, and implicitly advocates the tenets of market liberalism. The paper will discuss the fallacy of this position drawing from Edward Said's (1979, 1993) seminal work on "Orientalism" arguing that like the orientalist construction of the images of underdevelopment the fable of bell curves continues to have an ideological hegemony on the contemporary thinking about planning and development. The paper will argue further that the ideological hegemony of the fable of bell curves must be contested by alternative notions of development such as Amartya Sen's(1999) notion of "development as freedom." The paper will discuss the possibilities of Sen's arguments as a basis for planning and development theory, and how his arguments based on the concept of positive freedom provides a robust normative framework for thinking about development.

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Is There a Theory of Collaborative Planning We Can Talk About?

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For a long time now, Western democratic societies are going through an intense questioning of the divide between government and civil society as the basis for governing collective affairs. Up until the 1990's, the discipline of planning developed somewhat comfortably in the midst of this divide, as its technocratic and science-based bent was rather appropriate for the fulfilment of the steering and regulatory role of government. Naturally, planning's legitimacy related directly to that of the government, and the claims of accountability and effectiveness directed to it by civil society regarding the quality of spaces we live in were the claims planning had to endure. But as the idea of a ubiquitous government lost terrain in face of cluttered coordination of multiple actors with diverse and often conflicting interests, planners were pressed to improve the effectiveness of planning processes. The efforts developed by planners in overcoming disputes derived from the competitive and pluralistic system on which they operated, soon called the attention of scholars. Planning theorists and practitioners noticed that, in many circumstances, planners brought into the planning process alternative dispute resolution methods, consensus building approaches, and other interactive group processes to deal with highly controversial issues and intractable conflicts. Many of these issues – ranging from sitting of waste treatment facilities, habitat conservation, construction of heavy transit systems, or water resources management – remained unresolved, while populations endured its consequences, for action was prevented and remained at an impasse. However, by applying these interactive techniques, planners were able to get around the status quo, resolve some conflicts, break long-lasting impasses, and move to action by bringing along many actors that had never been formally involved in planning processes. Inspired by post-modernism, phenomenology, critical theory, and interpretive methods of analysis, planning scholars started delving into case studies looking for clues of success in the daily life of planners, and into broader policy-making contexts that used face-to-face approaches to interaction and collaboration as a mode of coordinating action. Their efforts targeted bridging the gap between the emerging processes that were taking place in practice and what theory advocated as the proper scope of planning and the normative behavior of planners. Going beyond the usual process evaluation based on means-ends performance, scholars critically analyzed the processes that enabled sustained coordination of constellations of actors with different purposes and objectives and its achievements on the production of space and identity, as well as, the effects on power relations among actors, and their ability to mobilize resources to take action. As a consequence of the insights derived from the case studies, planning scholars have been developing, since the 1990's, a substantial body of literature addressing the so-called argumentative, communicative, or collaborative turn in planning theory and practice. The "turn" is not so much about the full design of a new planning paradigm, but mostly about a renewed vocabulary that, hopefully, will enable the discipline to interpret what is happening in practice and to evolve more appropriate knowledge on what can be done to improve the quality of the places we live in. Scholars seem to be experimenting, picking and choosing pieces from different social theories, such as American pragmatism, Gidden's structuration theory, Habermasian communicative action, or Foucault's approach to power, and other specific theoretical frameworks such as network analysis and new institutionalism. None of these theories has been taken to heart as the underlying approach to collaborative planning, despite the fact that some scholars' work has

focused at times on one or more of these specific approaches. In the context of such a rich production of scholarly work, many concepts and frameworks have been used abundantly but underspecified and applied to mean different things. This situation is at the heart of much contestation and misunderstanding of the usefulness of collaborative theory and practice to the field of planning. However, it will only be worthwhile studying collaborative planning and practicing it if it does, indeed, provide us with explanatory, descriptive, and prescriptive accounts about what goes on in the world where planning operates. This paper attempts a clarification of the general framework that characterizes collaborative planning theory and practice, by providing an account of the key issues and questions found in the literature to date. The first section presents the theoretical components of the framework of collaborative planning theory and practice, as well as the critiques made to them. It addresses the origins of collaborative practices, claims about knowledge, rules of interaction and communication, modes of coordinated action, social order and power structures, institutions for collaborative planning, and legitimacy claims about collaborative processes. The second section addresses the areas at the forefront of research of collaborative planning in the hope to make a contribution to the development of a vocabulary for collaborative planning built on strong and clear theoretical and practical foundations.

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Shaping Ethnic Identities and Values: The Contribution of Planning

Whilst there has been much debate regarding the rules of participation (Healey, 1997) how we understand communities and means of engaging with them (Sandercock, 1998, 2003), understandings of race and ethnicity are often assumed to be largely unproblematic. As Innes and Booher (2004) have argued there is an ongoing preoccupation with refining the techniques and processes of participation instead of a more imaginative reframing of the purpose and value of participation.

This paper seeks to explore the power planning has in shaping our understandings of ethnicity and thereby ethnic groups within society. Plan-making prioritises the identification of ethnic difference and often reduces this to a static set of cultural peculiarities possessed by the Other. The crystallisation of an authentic ethnic identity can, as Lukes (2005) reflects, nurture the domination of the "entrepreneurs and mobilizers of identity politics"(p.119) over those who hold an alternative viewpoint or values within the supposed ethnic group. This essentialising of ethnic groups' values narrow the public space for deliberating the norms and values of a democratic agenda.

It is argued that there is a need to move away from a planning process which seeks to understand ethnicity through a process of categorisation and superficial representative engagement. Rather there is a vital need to understand how underlying understandings of ethnicity are part of ongoing social processes which give meaning to difference. These are instrumental in setting the boundaries for how ethnicity is understood at different times and in different places.

This paper emphasizes that there is an urgent need to have a fuller understanding of how socially constructed categories of ethnicity underpin participatory strategies within local government planning. Three models are suggested as a way of conceptualising particular organisational settings. These are "ethnic managerialism", "multiculturalism" and the "politics of race." Ways in which underlying conceptualisations of ethnicity infuse policy-making and practice will be illustrated using examples from qualitative research conducted in the UK and the USA. Briefly, these models aim to bring together organisational understandings of ethnicity, primarily through equal opportunities strategies and their interactions with defining ethnicity outside the organisation. Ethnic identities are challenged and reshaped within these organisational settings on an ongoing basis. This suggests that the more powerful actors within planning and community groups limit understandings of ethnic difference and set powerful limits to democratic debate.

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The Challenges of Power for Planning Theory

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In recent years planning scholars debate on how power influences the outcome of planning practices. Collaborative Planning Theory (CPT) is criticised for having an idealistic belief in the possibility of constructing consensus between stakeholders within planning practices. Critics of CPT argue that the focus on consensus building neglects power, conflicts and the contexts of planning practices. Instead, they propose to explicate conflicts. In doing so, they aim to emancipate actors by a stimulation of their "desire to gain some sort of control over the self, others and their environment" (Hillier, 2003: 50). Users of CPT respond that CPT should never be regarded as a practical planning guide. Whether consensus in planning practices can be reached is highly dependent of specific contexts and power relations (Innes 2004). CPT is useful as a normative tool to criticise unequal power relations (Healey, 2003). Used in this way, consensus building and collaboration between stakeholders can equalise power relations and build societal and institutional capacity through which participants can control their own processes (Innes, 2004). Despite their different theoretical approaches, users of CPT and their critics have two things in common. Both consider power to be a social relation determining outcomes of planning practices and both want to emancipate actors through a transformation of institutional design. However, that users of CPT and their critics seem to be in accordance concerning the definition of power and the objective of planning theory does not mean that this debate is worn out. Instead it discloses an analytical question concerning the identification of power and normative question concerning the critique of the exercise of power. We take up these questions because we believe that an investigation on the use of power in concrete planning contexts contributes to the development of planning theory and ethics. In the first part of this article we outline the debate between users of CPT and their critics concerning the possibilities for consensus building in planning practices and we redefine power as a theoretical concept. In doing so we use Foucault's ubiquitous definition of power, because this definition poses significant challenges for a critical planning theory.

In the second part we apply our definition of power to analyse the functioning of modern power in a liberal planning system - Dutch rural planning. During the last 40 years Dutch rural planning has combined deregulation with a legislative complexification of planning. We label this process as a controlled decontrolling of Dutch rural planning. Controlled decontrolling depends for its functioning on planning policies. They mediate power relations between people and in this way structure their possible field of action. To avoid the deterministic view of controlled decontrolling as a process without actors, we present two case studies in the third part of this article about conflicts over rural land use in a Dutch region in 1959 and 1999. In the fourth part, we present our conclusions and consider the consequences for planning theory and ethics if our analysis is accepted.

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**Planning, Geography and the Relationship between Academia and Policy Making:
Some Lessons from Social Transformation in South Africa**

There is a sense in which the relationship between the academic fields of geography and planning is obvious and uncomplicated – both fields are concerned with spatial arrangements and with the interactions between humans and their environment. It is the sort of relationship that may lead reference to be made to planning as a "geography in practice" or as a "normative geography". However, real-life experience reveals a relationship that is surprisingly ambiguous and fluctuating and at times even tense and competitive. This paper uses an exploration of the differing concerns and emphases of geographers and planners over the last 25 years or so to explore the nature of the contemporary relationship between the academic community and policy makers, understanding and acting.
Both geography and planning are diverse fields subject to many internal differences around their role and meaning. To unravel the multiplicity of relationships between the various "bits" of each field would be a large project which is beyond the scope of this paper. Our main concern is with the interface between a critical geography, concerned with both understanding and changing the world, and a conception of planning as a normative practice of situated judgement directed at future action. There would be a very different discussion, for example, if our major concern was with the use of geo-information science in planning, or if our understanding of planning was of a more traditional and technicist nature.
The structure of the paper is as follows. First the nature and relationship between the two fields of geography and planning are explored at a general level before linking the discussion to a specific case – Apartheid and post-Apartheid South Africa – which highlights at least some aspects of the tensions between geography and planning. The South African story is told with reference to corresponding developments in the UK, although a full comparison is not undertaken. The final section of the paper explores the lessons to be drawn both from the general overview of the two fields and the specific issues highlighted by the South African story. It is argued that these lessons say not only something about the relationship between geographers and planners but perhaps more importantly about the challenge which has confronted progressive academics in the context of on the one hand an intellectual climate which has stressed the contingent and uncertain nature of knowledge and truth as well as questioning the appropriateness of asking normative questions and on the other governments driven by broadly neo-liberal agendas.

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Towards Plural Territorial Planning Systems

According to Mazza (1998a), the main approaches to planning developed during planning history are essentially three: the ritual one, the engineering one and the ethical one. With reference to the last category, the main ethical approaches to planning seem those based on the principles of utilitarian (oriented to ensure efficiency and effectiveness for territorial changes), contractualist (oriented to pursue ends of social and environmental equity) and dialogical type (oriented to define planning ends in a public fair dialogue). But these ethical approaches seem inadequate, in their pure forms, to respond to policy-making requirements in our complex urban and regional societies.
So the paper will support the idea that, to respond not only to situations where ends and means are clear and well-defined but also to situations where there is strong conflict as regards the ends and to situations – perhaps the most frequent ones – where both ends and means are at the same time uncertain (Christensen, 1985), it should be necessary to have the availability of more "complete" systems of territorial planning. A "complete" system of territorial planning, from an ethical point of view, could be that comprehending, at least, tools able to pursue, at the same time, strategic aims as well as social and

environmental equity in a context of fair public dialogue. But this perspective requires a strong cooperation between the main, above mentioned, ethical approaches to planning. The context that will be considered in the paper, as a starting point for the discussion, is the Italian one. In this context, some recent modifications to the Constitution (2001) have strengthened the regional power system on which the Italian State is founded. These modifications, inter alia, definitely recognize the Regions' powers to issue their own laws of "governo del territorio" and, consequently, to define and promote their own "territorial planning systems" (even if within the limits of the general principles defined by the State). Therefore, the Italian situation is characterized and will be even more so in the future, by a certain variety of regional planning systems for the "governo del territorio".

From this standpoint it would seem that experiences (and not only the Italian ones) tending towards mixed, consistent planning systems, should be regarded with interest. So, the contribution of this paper would be that of investigating the potentialities for cooperation and, possibly, for integration at least of the above mentioned planning approaches. In the paper an essentially theoretical analysis of the selected territorial planning approaches will be developed in order to identify if conditions for a possible cooperation exist. In this perspective, the contribution of the paper is, first of all, addressed towards academic aims and within an area of interaction, in the planning academic debate, that stays between the planning doctrine perspective (as set by Faludi and Van der Valk, 1994), the nature of the strategic planning form (as put in Mazza, 1998a) and the ethical-political principles in planning practice (es. Upton, 2002). This probably is an area of wide and problematic dimensions, within which it has no sense to pursue any attempt of integration. Nevertheless, a possible "sub-area" where attention can be focused on those "planning systems" where different approaches cooperate in a consistent way, could be recognized. In the paper, the discussion will be articulated in three parts:

a. in the first chapter, an analysis of the strength and weakness points of the selected planning approaches (the utilitarian, the contractualist, and the dialogical, in the form that it has assumed in the so called "collaborative planning") will be conducted;

b. in the second chapter, a focus on "strategic spatial planning" as a real but incomplete attempt to integrate different modes of planning, will be conducted;

c. in the third chapter, the features of a complete, plural but loosely coupled, territorial planning system, will be developed.

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**Planning as
Urban Therapeutic**

This paper will critically explore planning's role as an interrelated spatial and socio-therapeutic resolution to the urban problematic constituting what is a good city. The legitimacy of modernist instrumental planning for the "good" healthy city has been repeatedly questioned over the last three decades. The dream of the good city has been, and continues to be, challenged as a social construction of vested desires and power interests where the very metaphor of a healthy city itself is open to dispute. This paper will contin-

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ue this critique and seek to further understand how planning and its related actants identify and formulate urban issues as metaphorical urban shortcomings, or illnesses, and then apply their therapeutic salve or resolution as urban policies.

We consider how specific symptoms of unfitness, or urban disease, are identified and the specific resolution of urban illness is determined and implemented. The paper will address the pernicious aspects of applying the metaphor of the human body to built space. In particular, we explore the metaphor of "planning the healthy city" from the perspective of Lacanian enjoyment, desire and fantasy. We ask why it may be inappropriate to metaphorically perceive urban space as analogous to the human body where urban planning is constituted as a spatial therapeutic resolution to an unhealthy urban problematic. Further, we explore the role of planning as spatial therapeutic in this modern context and find it wanting in its prescription of a "utopian" cure for the "good" city. Following critiques of the notion of utopia by authors such as Ernst Bloch and Ruth Levitas and our suggested replacement of the transcendent term "utopian" by "utopic", we conclude by substituting ideas of continued social movement for less dynamic versions of a "better" spatial order.

We argue that utopic strategic planning would be critical, transgressive and transformative. It would not be a blueprint for an ideal or healthy city but rather a vision for a trajectory of hope. Utopic thinking is concerned with developing means to consider and contest multiple alternatives rather than the implementation of one ideal state. It is about the passage rather than the destination. It is concerned about cultivating diverse imagination and choice, rather than locking into one ideal vision of the only valid way to achieve a better city or society. It is about empowering our desires, not the provision of certainty and the foreclosure of difference. Fundamentally, it is about creating the circumstances for the establishment of diversity, ongoing challenge and change.

The paper will suggest a consideration of agonistic hope that may be "embodied" in a Blochian therapeutic response to urban planning. This is a response where planning acknowledges its long-existing role as providing therapeutic direction, but this is a direction not seeking one solution, or best cure, of the urban problematic. Rather, this is a role in which planning may facilitate an agonistic construction/ism of multiple trajectories of utopic social process rather than act as the instrument of imposition of any one specific utopian spatial "good".

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The Nature of a Network Concept: Urban Networks, from Imagination to Outcome

This paper reflects on the features and meaning of "urban network" as planning concept in Dutch national and regional planning. What is the relation between the initial concept of urban network and its following use?

Planning concepts can be defined as packages of specific terms and images, used in spatial planning to understand the current situation of an area or to guide the spatial future. Considering the use of planning concepts, planning presents a process of re-imagination. This research concentrates on urban networks in Dutch planning, a concept that takes in the notion of "network". Networks are often used in planning and related fields to understand (nowadays) complexity of an area and to emphasize current or possible connectivity between people and places. In brief: planning concepts and networks – or network concepts – involve aspects of understanding and ambition. However, the use of network concepts in practice is various and (therefore) often ambiguous, for example depending on scale level, tasks and intentions of users.

The national government of the Netherlands has designated six so-called "National Urban Networks" in The National Spatial Strategy. According to this Strategy an urban network is a concept that enhances "coherence between the various cities and urban areas" in support to the consequences of the development "into a network society and a network economy". An urban network is as such "an entity of larger and smaller cities,

including the open spaces in between". The concept's role of "routing" is for example reflected by the use of a network metaphor as description and by the effects of attached "priority" and "expectations" of urban networks. This paper investigate the meaning and possible ambiguity of named urban network, as an example of a network concept in planning.

The study firstly investigates the nature of urban networks by exploring some "hidden" characteristics. Specifically, this research focuses on the meaning of concept's values as knowledge, desire, power, expression and direction. Insight in the nature is used to explain the possible meaning of a label, i.e. the consequences of "being" an urban network. Secondly, the paper concentrates on the use of "network" in title and explanations of urban networks, in which the meaning of network will also be related to named features.

In addition, this paper will briefly look into the role of a network concept in the discussion about a Greater Europe and its duality of cohesion and diversity: what can we learn from this research that focuses on the relation between the initial planning concept of urban networks and its simultaneous and subsequent meanings?

The paper is illustrated by planning practice in the Netherlands, investigated from a discursive approach. The cases highlight the working and meaning of some urban networks of The National Spatial Strategy (translation into regional plans, viewpoints of decision makers, interpretations of policy makers, etc.) and these results are compared to experiences of previous planning concepts.

Discourses of Growth and Change: "Reading" Cardiff's Plans

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The paper focuses on how different discourses in the development of the city of Cardiff over the past 30 years have been presented in various development plans. The period covers various different types of development plans from early development of the South Glamorgan structure plan in the early to mid 1970s, through the development of Cardiff's district-wide local plan to the recent emergence of the city's unitary development plan. The approach to analysing the plans and the conceptual ideas employed will be based on those popularised by Healey (1993) and similar to those used in several other cases (Murdoch et al, 1999; Throgmorton, 1992). This approach promotes a careful reading and interpretation of plans as written texts through which an understanding can be achieved of the different and prominent discourses that run through a plan. Such a method of analysis and interpretation will be applied in the paper on a historical basis rather than to a single text. This enables the different discourses to be traced over time and will reveal the persistence of some discourses, the decline of others, and the emergence of new discourses as the city has developed over the past 30 years.

The paper will consist of the following sections:

– Introduction and context. This will briefly outline the role and importance of statutory development plans as part of the British planning system. This will be an important aspect of the paper for a wider, international audience. This section will also outline the basics of the plan framework that has applied in Cardiff over the past 30 years.

– Reading plans as texts. This section will outline the general approach to "reading" plans a texts and assessing the discourses and sets of ideas that they contain. It will refer to wider academic literature and studies where such an approach has been adopted.

– Discourses of growth and change. This section will comprise the analysis of a selected number of plans. The length of the chapter and the manner in which the analysis is typically covered will allow for no more than three plans to be assessed. The plans selected comprise the first structure plan, the first city-wide local plan and the emerging unitary development plan for the city of Cardiff.

– Conclusions. This will reflect both on the analysis and the method of reading plans.

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Ghosts in the Machine:
Strategic Discursive Territorialisation and Toxic Ships in NE England

In this exploratory paper I investigate how discourse can be mobilised as a strategic and powerful resource of Deleuzoguattarian deterritorialisation and/or reterritorialisation; of the striation and smoothing of space. I regard strategic discourse as a mutually constitutive relation of language and instrumental performance. I investigate the planning land use issue of dismantling the so-called "ghost" or "toxic" ships in Hartlepool, north east England, as an episode or place-event of relational, unbounded forging of space.

I attempt to meld the structurally-oriented discourse theorising of Cynthia Hardy with the agent-dominated teaching of Jacques Lacan in posing the questions who uses what form of strategic discourse, how, why, when and with what purpose.

Hardy et al (2000) suggest that individuals and groups engaging in discursive activity access different discourses to generate meanings which help or hinder the enactment of particular strategies. Complex relationships emerge as actants shape discourses which, in turn, also shape the actions of the actants. The authors present a model of discourse as a strategic resource, comprising three different circuits: activity, performativity and connectivity. I argue the importance of emotion and irrationality in influencing actants' performance and suggest a need to broaden the theoretical perspective to encompass the inability of actors to articulate their dreams and desires effectively. This leads them to behave in a manner that can be understood by drawing on a Lacanian theoretical view of discourse analysis.

I offer a Deleuzoguattarian cartography which maps the components of assemblies, the elements of multiplicities and trajectories through which various actants and/or machines discursively seek to de/re/territorialise relational space. The act of governance requires the stabilisation and fixing of certain forms of social interaction in order to maintain "social harmony". Deleuze and Guattari describe territorialisation as a form of action, or capture, on individual or social forces which seeks to limit or constrain their possibilities for action. Individuals and groups may decide to leave or challenge a territorial assemblage following physical or psychological lines of flight in a process of deterritorialisation. Absolute deterritorialisation would resemble an anarchic revolution. However, as Deleuze and Guattari indicate, deterritorialisation does not take place without some form of reterritorialisation; the establishment of new rules and ideologies.

I ask in conclusion, in a relational world in which places are "criss-crossings in the wider power-geometries which constitute both themselves and "the global"" (Massey, 2004: 11), what is our social and political responsibility as planners faced with the issue of dismantling toxic ships.

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Conceptualizing Space of Risk: The Contribution of
Planning Policies to Conflicts in Cities – Lessons from Nazareth

The main aims of this paper are to define the concept Space of Risk, to apply the concept to the case of Nazareth, and to illuminate the role of planners in creating this

space. The definition of Space of Risk is drawn upon the terms trust and risk, and the tripartite conceptualization of space as it has been proposed by Lefebvre. Space of Risk is a perceived, conceived, and lived space that has low levels of trust, where people feel defenseless, and socially, and/or politically, and/or culturally, and/or economically, and/or environmentally vulnerable. This space is produced by the contention between the conceived space of the planners and the lived spaces which inhabits by the residents. This space is produced by the contention between the conceived space and the lived spaces. Principally, Space of Risk has the following characteristics:

1. Lived space – Space of Risk is directly lived space, a space of everyday life. The inhabitants of a lived Space of Risk experience it with the following: a. Low level of trust – the perception of people that there are low levels of trust between inhabitants, ethnic or religious groups, and low level of trust in formal and informal institution, etc.

b. Vulnerability – the perception of people that they are socially, environmentally, politically, culturally, and or economically more vulnerable.

c. Defenseless – the perception of people that they are defenseless from terror, urban clashes, riots, civil war, etc.

2. A perceived space – Space of Risk has various geographic scales and typologies. Perceived space raises the central issue of spatial practices. For example, how do people live in a space and what actions are possible and/or acceptable? How are perceptions of space informed by structures of power and authority?

3. A conceived space – Space of Risk is accidentally and mostly unintentionally produced by architects, planners, technocrats, engineers, policy makers, or other professionals. Hypothetically, planning profession endeavors to achieve social and spatial justice through the application of better ideas, good intentions, and inclusionary process. However, the products of planning practice or policies sometimes contribute to the creation of urban conflicts and to the generation of new risks in the city.

4. A product of contradictions – This space is a product of the contention between the conceived space and the lived space, between the conception of planners and other professionals who design and conceive the space and the people who live the space.

The papers analyze the urban conflict over a plan in Nazareth. On April 16, 1999, unexpected clashes erupted in Nazareth, the largest Arab city in Israel, between thousands of its Christian and Muslim residents. These clashes, which shocked the Arab minority in Israel, were the first in history between these religious groups who had lived together peacefully in the city for hundreds of years. The source of the tension was the dispute over the municipal plan to develop a central square in the city adjacent to the Church of the Annunciation and the Muslim Shrine of Shihab El-din.

The data collection was based on personal interviews with 250 adults using questionnaires in Arabic that were conducted in August 2003. The questionnaire includes demographic and socioeconomic questions that relate to the participants" households as well as their perceptions and attitudes regarding risk, trust, and planning issues following the Central Square Plan crisis in the city.

The paper concludes that planning has the power of creating Spaces of Risk in cities. The empirical study in Nazareth affirms this assumption. About fifty percent of the participants confirm that the planners of the Central Square played a strong role in creating the crisis in Nazareth, and only 20% among them stated that planners had no role in it. In addition, the findings reveal a low level of trust among the people and between Moslems and Christians, and a precipitous decrease of trust towards local politicians and leaders. In addition the findings confirm that the levels of vulnerability and defenselessness have been increased as a result of the Shihab el-Din crisis. These negative feelings among the residents are direct results of the Central Square Plan crisis.

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**The Dream of a Greater Europe: An Adaptive
Planning Paradigm for Integrating Europe's New Citizens**

In 2003, the European Commission acknowledged that, in response to the impacts of global migratory movements, Europe will continually need to explore and adopt legislative, social policy and participatory tools to integrate Europe's new citizens or immigrants. This paper will review extant integration concepts, approaches and indicators in Europe. The paper will argue that the most critical stage to begin the integration process for new citizens is the local or municipal level, where planning is one of the foremost public activities that directly impact the daily lives of all people. The paper will prescribe the adaptive planning paradigm for the integration of Europe's new citizens. Adaptive planning theory is predicated on the notion that chaos and friction can be minimized in a community with diverse interest groups by enabling the groups to define and conform to common or consensual standards of operation, which would be preponderant to standards of individual groups. The paradigm is both a diagnostic and prescriptive tool that distils some powerful elements of several existing procedural and substantive planning theories, such as Davis Korten's social learning theory, Paul Davidoff's advocacy theory, John Friedman's transactive and empowerment theories, Simona Agger's maieutic planning theory, Jorgen Haberman's communication theory, and Sherry Arnstein's citizen participation theory. The intent of adaptive planning is to enhance the learning and productive capacity of people, thereby allowing them to achieve a desirable quality of life, and to contribute positively to the development of their communities.
The paper will discuss the underlying assumptions and rationale of the paradigm, its principles, and its implementation guidelines. The paper will contend that adaptive planning has the potential to serve as an enabling tool for new citizens to adapt to their new environments by (a) learning about, thereby respecting and adjusting intelligibly to, the social, political, legal, economic and other dictates and dynamics of the environments, (b) being productive, not parasitic, members of society, (c) engaging actively and constructively in their communities' public, economic, social and civic processes, and (d) contributing their quota to the overall welfare of society. The paper will conclude by arguing that adaptive planning will contribute to the process and task of building a greater and prosperous Europe, where the integration of new citizens will be less contentious than it currently is, where the adverse effects of immigration on European culture and society, and the backlash effects on immigrants will be minimized, and where the diversities of the natives and the new citizens will be assets for Europe's development and greatness.

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Modalities of Urban Space

Space is generally considered one of the key concepts in architecture and urban and regional planning. Theoretical approaches, however, have remained fragmentary, often concentrating on only one or a couple of aspects of space (such as visual quality or functional requirements) and excluding others (such as social, cultural and political aspects of space). This fragmentation is problematic for both theory and practice, since development of theories (such as communicative or strategic planning theories) can not really succeed if they fail to address the issue of governing of space. The same problem concerns practice: If new planning tools and forms of participation fail to acknowledge the conceptions of space that they implicitly refer to, we should not be surprised of the resulting problems in dialogue.
Scholars interested in the topic have been forced to refer to approaches outside of the core profession (such as Lefebvre's theory of the production of space, or more recent geographical theories), which despite their merits have also missed some of the essential issues related to planning and design. Admittedly, integrated theoretical approaches

to space will have to be informed by these theories, as well as the more in-depth onto-logical and epistemological theories related to space.

The intention of this paper is to start from this fragmented state-of-the-art in urban and architectural conceptions of space, and work out a new theoretical approach informed not by dialectical logic (as with Lefebvre) but by modal logic. This approach (provisionally called a modal theory of space) will use existing theoretical reflections on the ontological problems related to alethic, epistemic and deontic modalities. In short, urban space is considered in terms of the activities that it opens for the human agent, the possibilities change, as well as the elements of trust that will be perceived and conceived. The addition of the element of possibility to that of reality and materiality, as well as to that of actual experience, is the key ingredient of modal logic and the corresponding modal ontology. Although modalities have been addressed before in theories of space, it will be argued that a more coherent view is still needed. In addition to theoretical discussion, the paper will also discuss how this new understanding can be used in analysing and developing planning practice.

It will be demonstrated that this integrated view is related to most of the relevant issues in architecture, urban design and urban planning. Since an integrated theory will have to address ethical, social and political issues as well as aesthetical, this will also make it easier to develop interdisciplinary cooperation in the planning practice.

The paper is based on the project Governing Life, which was funded by the Academy of Finland in the years 2002–2004. In addition to the author of this paper, Prof. Kimmo Lapintie, the project team included Dr. Taina Rajanti, M.Soc. Sc. Sari Puustinen and M.Phil. Hanna Mattila. The project continued the theoretical and empirical work started in the European Union 5th Framework project GREENSCOM, carried out in the years 2000–2003.

Context and Planning – the Impact of Context on Planning

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Context forms the setting of the planning process but also takes form and undergoes changes in the process. The emphasis upon the context on which planning activities rest, is to acknowledge the fact that planning practice is influenced by the dynamics of context (i.e. economic and social change), which generate preoccupations and pressures that frame the situation of plan- or policy-making. The role of planning is considered as a collective activity of local community and a contingent response to internal and external challenges with respect to the management of local environment. That also implies the active role of planning that identifies the contextual elements that lie behind the pressures and responses to those involved in planning process.

Despite a considerable body of planning theory does implicitly presuppose certain contextual factors such as constitutional and institutional settings, it yet does not raise these to the level of explicit consideration. That also makes planning theory being criticised as fails to consider the nature of particular places that provide the context for the application of theoretical frameworks.

The purpose of this paper is then an attempt to explore the meaning of context in its broadest sense and its impact on planning practice. To do so, based on selected literature in planning and social science, firstly we will explain what we mean by context. The meaning of context in this paper refers to both the wider forces (i.e. as structure, driving forces, and local dynamics) that shape the dynamics of planning practices, and the situation that planners encounter in their daily practices. The exploration on the meaning of context in this paper will be discussed from three aspects: context vs. structure, context vs. content, and context vs. process. Secondly, through a quick review over some selected planning literature, the paper will discuss the way how context is treated in planning literature, and then identify the elements of context that are considered as relevant to

planning. And thirdly, we will further elaborate on what is the impact of context on planning and how these contextual elements influence planning practice (both in terms of the content and process of planning). It is expected that a classification scheme of context for planning that includes the sub-contexts (i.e. spatial, political, economic, social context) and contextual elements within these sub-contexts will be provided. Then an analytic framework of local context in relation to planning process will be suggested that aims to make our planning practice more sensitive to local context.

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A History of Urban Planning and Housing.
Case Studies from Vienna, Austria, and Some Wider Implications

The history of urban planning has been described as a sequence of different styles of planning by Gerd Albers. More recently, various planning cultures have been found to exist side by side in the contemporary European city (Gerd Selle). Histories of housing, of social housing in particular, are telling another, but related story. Based upon a number of carefully chosen case studies, the paper will trace the relations between two related fields of state intervention.

In the 19th century, public health concerns were pushing forward attempts at improving the technical infrastructure. As other metropolises of the time, Vienna received its main aqueducts, its main sewers, its basic flood protection, its first network of public transport, of gas lines and street lighting before WW I. Simultaneously, the urban design professions focussed on the beautification of selected parts of the city – remaining attractions to the present day. The case study, however, will be from one of the more proletarian Vororte incorporated in 1890.

In the 1920s, with the advent of democracy, social housing and social infrastructure were given priority and leading urban development. Whilst the housing achievements of Red Vienna are well known, this is less the case with some of the technical and procedural improvements that were also started in these years. In the Building Code of 1929, functional zoning was firmly established as a principle of urban planning – but it took well into the After War period to become a standard procedure, applied throughout the Modernist city. The case will be from an urban renewal area of the 1960s, with a strong element of public housing.

In its Golden Age of Welfare, Vienna's government attempted to coordinate all kind of infrastructure, including housing, under the banner of development planning. The emergence of the Donauinsel as a long-term and complex project for multiple uses, is well documented, and will be used as a case study for this type of urban planning.

The fourth type of urban planning comes under various names in the literature – negotiation planning will be used here. Its impact can be found in many urban projects over the last 15 years. Vienna is no exception to the increase in market-led development, and the withdrawal of public planners to a more modest and mediating role. The Donaucity, often documented as the Vienna example for urban mega-projects, will be used as a case study here. The paper aims to show that the local history of urban planning in Vienna is intimately related to similar developments observed elsewhere in European cities. It intends to stimulate debates on how styles and cultures of urban planning are travelling from one city to another – and have been travelling a very long time ago.

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Telling Stories

Postmodern theory has dismissed narratives for the prominent role they have played in modern accounts of the way things are. We have, in turn, criticized postmodernists for a relativist stance that abandons all criteria for evaluation that reach beyond any particu-

lar social context, time or place. Nonetheless we recognize the excessive reliance on scientific accounts and scientific truths in the "grand narratives" of much modernist thought. Scientific analysis and the idea of truth have been over-emphasized to the exclusion of other valid and necessary approaches to understanding, and to the dismissal of imagination as not subject to scientific tests. The relevant objectives for planning, as for history or anthropology, may not (most often are not) explanation and prediction based on experiment and observation, but understanding and validation.

Persuasion is also a necessary part of the planner's role. The ancient battle between the philosophers and the sophists needs to revisited to establish a proper role for rhetoric in planning narratives. Despite the claim that there is no objective way to assess the truth of a narrative, criteria such as authenticity and imaginative scope need to be invoked. We need therefore to find ways to judge the imaginative qualities of planning narratives, and to also to establish their authenticity. The contribution of stories to supporting and extending our understanding of changing urban contexts needs to be examined. We also consider narratives as they apply to the conduct of planning itself, and the roles of planners as actors. Planning itself can be seen as rhetorical; the rhetorical tradition, its relation to philosophical analysis, and the way in which rhetoric and philosophy provide tools for the imaginative projection of new environments are also examined for their contribution to planning education and professional practice.

Narratives have had a place in planning as "scenarios": descriptions of places intended but not yet achieved. They can offer persuasive accounts of new or transformed localities, play an important role in bringing members of the public and political bodies to accept new proposals, but they are fiction. What is their status as instruments of planning practice? What is their proper place in planning theory? How can we distinguish good narratives – reliable guides to the future – from bad, misguided and misleading descriptions? How can we tell good stories from bad stories? In this paper we address the place of narratives in planning and suggest criteria by which they can be assessed.

Multi-Scalar Large Institutional Networks for Regional Planning

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Metropolitan regions have become the dominant economic units in global society. The multiple networks of organizations that govern growth in metropolises extend far beyond the geographic bounds of any particular region, and involve multiple levels of government. Large institutional networks are the emerging form of these multi-scalar interactions. That metropolitan region planning institutions are comprised of this new composite, termed Multi-Scalar Large Institutional Networks, has implications for theory, practice, and research because they evolve, learn, and act on emergent phenomena and via emergent processes in extraordinarily complex and dynamic settings in ways radically distinct from individual organizations and institutions. This article assesses institutional theory in this framework, focusing on institutional design and performance.

This article explores the connections among three strands of the rich debate on metropolitan region planning – networks, governance, and scaling – in a critical review. The common threads of these concepts are then linked under a single theoretical rubric, multi-scalar large institutional networks. The importance of metropolitan governance has been augmented as national and regional governments devolve functions and localities cooperate amongst themselves at their own initiative to solve inter-jurisdictional problems; and as regional identity vies with national identity in regions where historic place-based influences such as language and culture reassert themselves in the face of oppressive or restrictive national policy and global homogenization. In these circumstances, metropolitan region governance gain importance. How these governance institutions assert their influence varies widely. In some instances, metropolitan government is constitutionally legitimated, such as in Portland, Oregon and Brussels, Belgium. In other places, it has a checkered history, as in London. In some places such as New York,

an NGO, the Regional Plan Association, and a bi-state quasi-public authority, the Port Authority of New York and New Jersey, both conduct regional planning. In others, associations of local governments plan as best they can, applying a disparate range of instruments and will to back them, depending on local and larger scale politics. Often, a mix of individual sectoral-functional agencies (transport, water, air, other) independently plan and manage their own slice of the regional pie. Many national and regional (state, provincial) constitutions do not authorize metropolitan government as a separate, independent unit. One response has been the formation of self-made regional governance coalitions. Many metropolises are not governed by a single governmental entity This situation is compounded by the variety in the types of subnational territorial governments among nations around the globe. If most metropolises are not governed by a single entity, then to the extent that they are governed, it occurs by governance shared through a network of local jurisdictions. These may number over one thousand in a large metropolis (including public utility districts and school districts, both of which can tax and/or levy fees, float bonds, and often have leadership elected by popular vote). In the US, the New York metropolitan region of twenty million inhabitants spans four states, scores of counties, dozens of regional functional entities, and hundreds of cities, towns, townships, boroughs, school districts, and utility districts.

Metropolitan governance is complicated by the inter-relationships that metropolitan areas and their localities have with larger levels of government, all the way to the United Nations and its affiliates. In this light, responsibilities and functions are scattered. Metropolitan institutional networks extend far beyond the geographic bounds of any particular region, and involve multiple scales or levels of government. The notion of scale or level of governance is a hold over from an ontology based on hierarchy. The term level implies superordination and subordination, and precise delineation and demarcation. Scale, on the other hand, refers to size and extension, and relative comparison. Scale has been resurgent in government, policy, and institutional discourses because the "reterritorialization" of the economic and social spheres is exerting its imprint on the public sector (Keating 1997). Neither scale nor level captures well the flexible network geometries of governments forming coalitions on functional-sectoral lines as they struggle to compete in continental and global arenas and cooperate in local and regional ones. This multi-networked and multi-scalar reality manifests a different ontology from hierarchy. The new ontology is based on centers/nodes, connections among them, and the webs they form. Networks perform different types of work than hierarchies. They enable and serve different functions and purposes. To the extent that this reasoning is valid, why do we still use the terms "level" and "scale" in network debates? Understanding the forms and functions of multi-scalar large institutional networks is a step in taking new institutionalism to new ground. Schenkel has it right, urban governance is increasingly by network management. What precisely those networks are, how they operate, and how they can be (re)designed are the foci of this paper.

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**Growth Management in the San Francisco
Bay Area – Interdependence between Theory and Practice**

Growth management has been part of US land use planning practice for decades, and a large number of activities has been developed and applied over time. The rather fragmented toolbox comprises traditional activities like growth caps and urban growth boundaries, in conjunction with smart approaches such as transit oriented development and new urbanism-related design features.

The emphasis of growth management research has been to shed light on the different programs enacted on state and/or local level. As the scope of growth management portrays a conglomerate of different tools, attempts by land use research to keep pace with the emerging approaches are necessary, and thus this paper will contribute to the dis-

cussion. The analytical motivation, however, will be expanded by planning theoretical considerations.

In retrospect, planning theories such as modernism, postmodernism, and communicative action - just to mention a few - are theoretical movements which have influenced the range of today's planning practice and its activities in the USA as well as in planning cultures all over the world. To define the theoretical basis of a project dealing with growth management, I consider it necessary to take a closer look at different theories, partly stepping into planning history, because they are still characteristic for certain growth management activities (hypothesis 1); and growth management cannot be related to one (meta-) theory, but is influenced by different theories overlapping each other in a more or less fragmented way (hypothesis 2).

These hypotheses rely on the ideas of a Healey (Healey 1997:7):

"Every field of endeavor has its history of ideas and practices and its traditions of debate. These act as a store of experience, of myths, metaphors and arguments, which those within the field can draw upon in developing their own contributions, either through what they do, or through reflecting on the field. This "store" provides advice, proverbs, recipes and techniques for understanding and acting, and inspiration for ideas to play with and develop."

Consequently, the paper's objective is not only to explore growth management as an important tool of city and regional planning, but also to gather knowledge about the influence of different theoretical movements in planning and their relations to planning practice.

This paper examines both the theoretical and the empirical side of growth management. The first component tries to bridge the practice-theory gap within the growth management discussion by developing a research frame for characterizing growth management strategies based on theoretical concepts. One of the principal challenges will be to find a common denominator in planning theory, which has the potential to serve as a bridging philosophy. The principle of interdependence refers as a starting point for these considerations.

Alexander (2001) offers an interpretation of interdependence in the sphere of planning. He refers to interdependence as an attempt to bridge existing gaps in planning theory and practice. In doing so, however, he centers on postmodern planning and collaborative planning only. My understanding of interdependence is very much characterized by a broader approach, connecting different planning schools of theory and different activities of planning practice and by observing their interactions with each other.

Interdependence thus lies at the heart of complexity in planning, as it acknowledges the existence of numerous requirements in planning from visioning processes to implementation. Hopefully, this will offer the chance to an open access to Healy's planning theory "store"-metaphor mentioned above. Nevertheless, interdependence should cultivate more than a "store" where planners acquire ideas and methodologies without considering effects and interactions of their choices, be it rational plan making or collaborative workshops.

The second section of the paper focuses on evaluating different growth management strategies and activities in use based on the research frame. Their advantages and disadvantages will be presented from the point of view of planning practice. In the San Francisco Bay Area attempts to control urban growth have been made from a relatively early stage on, and the application of a wide range of growth management tools is continued. This section of the paper covers the results of in-depth surveys and interviews with stakeholders in growth management in the San Francisco Bay Area.

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Planning Gains Do It Better, Indeed?

Zoning and legally binding land use plans are being used in Italy since after war years, trying to apply rules to a mostly private property land. In the case of large urban projects admitted by plans, building permits are obtained on the basis of a formal agreement between Local Public Authority and developers, which contains:
– a donation of land for public or social uses
– a payment of the cost for infrastructures within the project area
– a payment on a fixed proportion to the development quantities.
Nonetheless, urban development in Italy has not achieved high quality standards, lacking of public space extension and quality (except for few good practices).
Since the Eighties, the public planning system has become weaker and weaker, also from the legal point of view, and the consensual approach, based on a private/public partnership, is leading the process. New national and regional laws strongly recommend the "planning by agreement" method, abandoning fixed rules and standards.
Moreover, in last few years, the decentralisation process and the reduction of contributions from the central to the local governments have produced increasing fiscal problems to local authorities.
For these reasons, and others more that the article intends to explore, a planning gain approach may show some interest, in comparison to traditional planning, because it may answer to:
– local authority poor finance to fill the gap in urban quality;
– shortage of urban land: some cities, like Milan, have urbanised nearly all the administrative area and few opportunities have remained to be regenerated;
– increasing demand on sustainable development, facing expectations of public spaces and transports, large green areas and parks and affordable housing.
Actually, Milan is an interesting case study that shows redevelopment wihout a planning frame and significant public benefits: the ongoing urban transformation projects fill the remaining land opportunities to settle residential and commercial functions, not considering any bettering in public transport or park and green areas supply.
The success of the "planning by agreement" approach depends on several conditions, but, in my opinion, the most important is a mix of both mandatory contributions, yet existing in Italian legal planning frame, and flexible negotiated exactions and large-scale contributions. Such contributions should be evaluated on a structure plan basis and related to the cost of infrastructures and public spaces and services, which are expected from large urban sectors, directly or indirectly involved by the development itself.
Planning gains do it better if private actions generate private and public benefits.

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The Quest for Institutional Reflection in Governance Discourse

Studies into public action focus on the interrelationships between legitimacy and efficient organisation. The question is how to combine the two principles under conditions of the network society.

The interrelationships between legitimacy and efficient organisation have transformed over time. The institutional discourses of legitimacy prevailed in the era of autonomous society, in current responsive society the organisation and regulation discourses have become overwhelmingly dominant. As far as current planning debate focuses on problems of legitimacy, it is embedded in notions of direct reciprocity in such planning concepts as network planning, collaborative planning, consensus planning, communicative planning, or more recently, the innovative border crossing experiments in governance theories. Usually, these planning theories are abundant in comments on the outdated institutions of legitimacy. In particular, governance theories enjoy blaming the notions of "hierarchy" of "nested jurisdictions" and "rusted territorial public authority".

Studies of governance correctly claim that the context of public action has changed dramatically in the network society as a result of rescaling and de- and re-territorialisation of social and economic interaction, and as result of the liberalisation of governmental systems, and of the growing interdependencies between differently structured regulation systems (market, networks and state). This is why many new and multifarious concerts of co-production and public action have been invented in the last decade, ranging from collaborative strategies to experimental forms of innovative integration. This is an important trend and must be considered as a significant progress in planning studies.

However, this progress is mainly a progress in the domain of Organisation and Regulation, it is not in the domain of Legitimacy. Obviously, questions regarding legitimacy are embedded in this innovative practices of co-production as well. However, the new planning strategies often do not reach the depth of institutional mediation. The risks of volatilous horizontalism are not imaginary at all.

It is inspiring to think about new concerts of public action, but as far as the state is involved, the crucial question is how institutional conditions and institutional thought are actualised in such experiments. Regarding the institutions of state and law the question is: how is res publica to be mobilised instead of partisanship (extremely sensible in current experiments of direct reciprocity), how are intrinsic legal qualities reproduced instead of getting into new sorts of instrumentalism, how are the qualities of legislation guaranteed? Regarding democracy: How is political responsibility arranged, how political transparency, and how political accountability? How are the new planning strategies represented and reflected in the mediating forces of political values? These questions may underline the urgency of mediating strategies.

**Beyond Space and Place – Additional
Modes of Interventions**

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Decisions – private and public – are increasingly influenced not only by local but also by global trends and circumstances. The space of activities of private actors exceeds the space of political and administrative actors – not only on the local, but also on regional and national levels. This gap between private activities exceeding public control seems to broaden due to an expanding EU and globalisation. A multitude of policies (financial tools, subsidies, tax legislation etc.) of various governmental institutions and levels have influence on how space is used; the effects of these policies seem to have more impact than typical instruments of spatial planning. (Here typical instruments are seen from a German perspective: most publications mention as instruments of planning those of the organisation of space, like central places, axes, greenbelts and so on, and tools to implement these instruments by negotiation, moderation etc.)

Nevertheless spatial planning is normally still focused on zoning and the construction of facilities (houses, roads, parks) – the usual interventions of planners and/or architects. Beyond that one should take into account that space provided by zoning is not an end in itself but "space for something", also "facilities for something": for organisations and the behaviour of the people working in these organisations. Hence there are not only two

(zoning and construction) but four modes of interventions to be undertaken by planning:
(1) provision of spaces (e.g. zoning in housing areas or business districts, green
belts etc.)
(2) construction of facilities on this areas (e.g. houses, parks, roads)
(3) adjustment of organisations operating in this facilities (households, companies, public authorities)
(4) influence on behaviour of actors (use of land and facilities like roads only for
motorised traffic or mixed used, environmental-friendly or -harmful behaviour etc.)
Usually particularly intervention (1) "provision of space (zoning)" is typical for spatial
planners: they use their regional, comprehensive or local plans to provide zones i.e.
assign different uses to different spaces. Typical instruments are central places, green
belts and so on.
Architects, landscape architects or transport planning officers concentrate on the construction of facilities, like buildings, roads or parks (intervention (2)).
Having typical professions for this interventions might be a reason why planning is often
seen just under the aspects of (1) and (2), zoning and construction. Planners often disregard a big potential to regulate the use of spatial structures by (3) "adjusting organisations" and (4) "influencing the behaviour of actors"; maybe a potential which is often
much higher than (1) or (2).
Question is how to systemise the mentioned modes of interventions in a manageable
way. This paper offers a "systematic tool-box" for planers, based on a theoretical model
of a regime&budget approach.
Regimes are the circumstances of the surrounding environment of actors. Regimes are
either constraints or opportunities for actors:
For instance everybody is underlying physical capability constraints (we can only be at
one place at a certain time, time is not reversible etc.);
Also regimes give us the opportunities to act; for instance but we are not to act without
information. As information is a regime, hence this regime also offers opportunities (and
can be a constraint, too).
Budgets are the "instruments" available for the performance of actors; they consist of
time you can spend, skills one has and tools – e.g. money – one can use.
By changing the regimes the budgets of actors – individuals as well as
organisations – change.
Changes of the regimes – affecting the budgets of actors – often have more influence
on how this organisations behave and have to be taken into account when planning for
cities or regions.
Particularly the intervention (4) "influence on behaviour" will be highlighted.

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**The Formation of Planning in
Israel: Language and Ideas**

Planning has been an active force in Israeli public policy for nearly sixty years. Almost literally since the initiation of the state, official, national, regional and local level plans
were prepared and – to some degree – implemented. An official planning system was
created early on, and a community of planners was active even before the birth of the
state. This community developed through the years, and along with it a unique language
and concepts of its own. What body of concepts and ideas connected and guided Israeli
planners in their work? How do these concepts reveal themselves in the language of
Israeli plans?
We looked into four national-level structure plans that span the history of planning in
Israel, and examined their language and the concepts they hold. Our ambition was to
uncover the language of Israeli planning; our assumption was that there exists a professional language among planners in Israel. A professional language is defined as estab-

lished ways of communicating and sharing information between the members of a specific practice (Bazerman and Faradis, 1991). These serve primarily to promote efficient communication, but have also sociological and cognitive "side effects" such as defining the boundaries of a community, and creating a common denominator of knowledge and ideas that are shared along the practice.

A previous study (Stav and Alterman, 2004), using computerized text analysis, uncovered the existence of professional planning language in British and American planning and its importance as a "carrier" of planning knowledge. This research explores the planning language in Israel, and examines it as the linguistic exhibition of a planning knowledge. Using a combination of text analysis and content analysis we examine the articulation and the messages of the four plans, spanning fifty years of national level planning. This combined methodology allows us to unravel the connections between wording and content, and to map the concepts recurring, transforming, and running through the conceptual worlds of the plans. While a claim to define a "planning doctrine" in Israel, in the sense it has in western-European countries (Faludi and van der Valk, 1994) would seem premature, one can point at central ideas guiding the works of planners in Israel. We further ask, how do these ideas relate to planning thought in the international arena. In what terms are the ideas of Israeli planning influenced by trends in international planning, in what terms are they unique to the reality and practice of planning in Israel. In this sense, this research can be viewed as a case study of the nationality and internationality of the planning practice.

Innovation and Creativity in Pragmatic Planning

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In a recent prize winning article, Mantysalo (2005) makes a number of insightful critiques of "Critical Planning Theory" (CPT). By CPT, he means planning theory based primarily on Habermas' critical theory, including the work of planning theorists Forester, Healey, Sager and Innes. One of several key critiques is that a Habermassian focus on communicative rationality, ideal speech, and eliminating communicative distortion leaves no room for innovation and creativity. We recognize that this could be a problem, both for communicative planning, and for our dialogical planning, because we emphasize (1) reflection on current practice, and (2) change as incremental, starting from current practice, and directed by it (Stein and Harper 1998).

In this paper, we will argue (1) that Montysalo's criticism involves a misunderstanding of communicative planning, (2) that the neo-focus aspect of our approach allows for innovation and creativity, (3) further, that neo-pragmatism offers the best way to integrate new ideas and even radical innovations into current planning, because of its flexibility (involving an organic wholism which avoids sharp dichotomies, and allows distinctions such as rules/practice to remain fuzzy). In presenting this argument, we will further refine our conception of "incrementalism" - which goes well beyond the common idea of "muddling through". The issue is not so much argumentation, but legitimation and justification of radical creative innovation. The flexibility of our interpretation of neo-pragmatism has allowed us to incorporate concepts and ideas not only from Habermas, but also from Rawls, Walzer, Rorty and others, to connect them to planning practice, and to avoid the utopianism for which Habermassians are faulted.

Several examples of varying degrees of radicalness will show how a pragmatic interpreter would work to integrate useful new ideas into current planning knowledge. We will discuss how an advocate of "deep ecology" might go about incorporating it into the current social consensus, and also the notion of "governance" as an example of new ideas entering into the language, involving a conceptual reconstruction of other ideas about government. As well as building on our own previous work, we will draw on philosophers Davidson (1987), Rorty (1991) and Rawls (2001).

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Realising an Ideal: the Urban Village in Theory and Practice

Intervention in the city and the management of urban processes is a critically-important element of the relationship between people and place. Interventionist activities such as urban policy making and regeneration are shaped by ideas, concepts, notions and theories about the city and its spaces, and the relationships between the material and social world.

These concepts and ideas not only shape the way we look at the world and intervene in it, but also have significant consequences for those who live and work in cities. Such ideas and concepts are not new; the garden city movement, the neighbourhood concept and more recently new urbanism have all held significant influence over planning practice and have consequences for the way in which places are created and lived. Such concepts are the focus of this paper; in particular the ways in which they are developed, solidified and translated in different locations and with what effect. In order to understand the complex processes of emergence and solidification of concepts and how they are translated in particular locales, a theoretical perspective sensitive to process, action and context is adopted.

This paper will draw on the work of Pierre Bourdieu due to his attention to the means by which social practices, such as urban regeneration and planning, are situated in structured worlds, yet also help to create the dispositions and regularities of these worlds. In addition, Bourdieu's work has been sensitive to the importance of space and place and seems to hold promise for understanding the relationship between models and the physical places and spaces in which such models attempt to intervene.

In order to explicate the processes by which concepts are formulated and embedded in structured worlds, this paper will concentrate attention on one recently-significant and well-defined concept: the urban village. This model for development arose in a particular form in the late 1980s in the UK and has led to a number of developments which have attempted to realise its principles in a material form. These developments have, however, been in diverse locations from greenfield sites in rural areas to inner-city locations; yet they all attempt to create urban villages. This paper will initially trace the way in which the urban village emerged and became solidified as one of the key concepts for urban intervention in the UK in the 1990s. Drawing on the work of Bourdieu, the paper will explore the particular habitus in which the urban village was formulated as a development concept. It will then examine how the urban village model was implemented in two locations and trace the different habitus in which the urban village both is realised in physical form and lived.

Interviews with those involved in formulating and promoting the urban village reveal a particular field in which they operate and a distinct habitus. This is at odds with those

who work to implement the urban village in particular locales, but more importantly with those who live and work in the urban villages. The disjunctions between the vision of those who formulated the urban village concept and the experience of living in "urban villages" results from the process of transforming models into built form and thereby intersecting with diverse dispositions and regularities in social life. In particular, whilst residents of the urban village might not use the space of the urban village as its promoters had intended, neither are they free agents, since they are constrained (and enabled) by its physical form. In conclusion, it is suggested that the urban village, as a model of physical form and development, fails to intersect with other habituses and structures through its attempt to reproduce particular spatial relations in diverse locations.

The Magistrate's Position:
A Roundtable about the Role of Planners in the Empire's Story

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This proposed roundtable would focus attention on persuasive storytelling as an operative theory within planning, especially in terms of how the United States has been promoting a narrative ("the Empire's story") that positions planners as agents of the Empire. The roundtable would orient around a paper, which James A. Throgmorton would draft. A second participant, Stanley Stein from the University of Calgary, would critically engage the idea of persuasive storytelling, whereas a third (yet to be named) would assess the relevance of the claim to planners in Europe. The following paragraphs provide an overview of what the core paper would cover.

As the 21st Century unfolds, planners in the United States find themselves in the position of the Magistrate in J. M. Coetzee's brilliant novel, Waiting for the Barbarians. Instead of planning for multicultural cities in a globalized network of interactive stories, as many would prefer, they find themselves expected to act as agents of the American Empire, living out the Empire's story at the frontier between civilization and barbarians. Much like the Magistrate, they are faced with a difficult question: how should they respond to the Empire's story? The Magistrate chose to resist. Should they? If so, how? If not, what should they do instead? Should they adapt their work to fit comfortably within the Empire's story, should they join with others (including European planners) to transform it, or should they work with others to replace it with a better, more persuasive story?

To prepare the ground for answering these questions, the paper will present and justify three claims. First, it is crucially important to interpret the present predicament as a matter of persuasive storytelling rather than Truth or Propaganda. Second, President Bush's administration has been narrating a story ("the Empire's story") that constructs the United States as being under siege by barbarians and which helped the President win his reelection campaign in November 2004. Third, a key trope in the Empire's story is its claim that the construction of a new democratic order in the Middle East depends upon the successful reconstruction of Iraq and hence upon good planning in cities such Falluja. Consequently, planning simultaneously affects and is affected by the Empire's story. While some critical observers charge that the Empire's storytellers have alleged, configured, and weighed facts in such a way as to make it very difficult to distinguish their story from One Big Lie, this paper claims there is no objective way to assess the truth of the Empire's story relative to other possible narratives. Rather, this paper argues that the practical measure of a story's quality is its effectiveness at persuading its audience, and hence that critical attention should be riveted on evaluating the quality of the audience. The paper concludes by suggesting what roles we "Magistrates" (both American and European) can play in improving the quality of audiences.

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Dialogues and Anti-Dialogues in Planning Practice: The Case of Sao Paulo

This work explores the image of planning as a democratic dialogue – a free and open encounter of discourses of all kinds (technical, ethical and aesthetic) – where arguments, proposals and justifications are all equally taken, seriously discussed and freely considered or dismissed in an authentic debate. In this dream, planning is not a strategic calculation – nor a dispute among competing interests or alternative courses of action – but rather a collaborative dialogue where people get together to build consensus and mutual understanding within an adaptive and learning scenario.

The text argues that in some settings the practice of planning, while holding the rhetoric of free and participatory enterprise, may be quite different from theoretical canons. In fact, it can turn itself into an instrument of power working to favor some interests, while distorting and/or manipulating the dreams and hopes of the ordinary citizens. The research uses the ethnographic discourse analysis method and focus on the everyday life experience of planners and citizens in Sao Paulo (participatory) Regional Hearings and Local Planning Workshops at the time the City Strategic Master Plan was under "discussion". The focus is on the dreams and expectations of both planners and citizens, as the participatory practices promised a new era for public policy (mainly for those who were systematically excluded from it). We also observed their disappointment when powerful interests distorted both the discourses and the outcomes of planning. By working with propositions advanced by Jürgen Habermas and Paulo Freire, the text seeks to highlight some faces of the power relations concealed at the heart of the planning processes. According to Habermas (1984) an authentic dialogue must meet certain conditions. It has to be made of statements that are comprehensible to others; they must be accurate, raise legitimate claims and be perceived as a sincere proposition. The manipulation of these conditions however, may become a strategy of powerful interests, which by claiming for democracy and free participation can subtly distort reality and people views, leading then to the reproduction of the same social relations it was intended to change. The paper compares the elements of a free and authentic dialogue such as suggested by J. Innes (2003) -reciprocity, relationships and learning building – with those present in Sao Paulo planning experience and seeks to highlight how, in specific settings, a non dialogue – by being disguised as a democratic one – can manipulate peoples believes and expectations.

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Smart Growth or the Grass is Always "Gruer"

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Is "smart growth" about "realistic utopias" and as such a manifestation of Friedmann's (1987) "The Recovery of Political Community" which "... shifts the axis of power accumulation in society from the vertical, which connects the domain of the corporate economy to the state, to the horizontal, which relates civil society to political community".
Is "smart growth" "Beyond Relativism" (Talen and Ellis, 2002) in its reclaiming of the search for good city form? As such, is it representative of Forester's 1989 discussion on "Designing as Making Sense Together?
Or, is it simply the worst of relativism revisited – the classic relativist fallacy in a new political guise? The paper being proposed will position "smart growth" in the context of the general relativistic schema of "Y is relative to X" and Goodman's (1965) "theory of projection" with its classic example of "Grue" and "Bleen" to illustrate the relativistic problem inherent in smart growth. A careful reading of the current "smart growth" discourse reveals that while it appears to use the same information as planning it claims better results and although it refers to and encompasses planning's past history it claims it as "new" or in Goodman's framework ... things which used to be green (good planning) are no longer green – now everything is "grue" (smart growth)!
Does "smart growth" fulfill the role of the "Anti-Hero and/or Passionate Pilgrim" of Postmodern Planning (as posited by Sandercock in Plan Canada, 1998) in response to the collapse of the modernist planning project?
Is "smart growth" a response to Kunstler's 1997 assertion that society lost the ability to imagine a good city and planners have forgotten how to plan good communities? Or, as Grant (1999) suggests, does "smart growth" address the deeply embedded economic problems of suburban development that are beyond the ability of planners to rectify?
The paper being proposed will position "smart growth" in the context of the general relativistic schema of "Y is relative to X" and Goodman's (1965) "theory of projection" with its classic example of "Grue" and "Bleen" to illustrate the relativistic problem inherent in smart growth. A careful reading of the current "smart growth" discourse reveals that while it appears to use the same information as planning it claims better results and although it refers to and encompasses planning's past history it claims it as "new" or in Goodman's framework – things which used to be green (good planning) are no longer green – now everything is "grue" (smart growth)!

What Prospects for an Ideologiekritik in a Network Society?
Revisiting Communicative Action in Planning

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Following the success of communicative action in planning theory several ideas have emerged that are at least loosely connected to communicative action. These include negotiation, consensus building, story-telling, and conflict resolution (Innes, Throgmorton, Suskind). This paper claims that the success of these approaches is contingent upon the possibility of an Ideologiekritik – criticism of ideology – and then assesses the prospects for an Ideologiekritik in an interconnected, networked world. The author argues that unless planners, their collaborators and clients can engage in a questioning of their deepest assumptions and proclivities, such as that envisaged by the Frankfurt School, the burden of compromise needed to reach consensus is likely to be overwhelming. This implies that compromise has an important cognitive basis to it and hence compromise in planning is as much a matter of the mind as it is of the heart. Moreover, the paper argues that matters of the mind acquire even more salience in a network society and an interconnected world. By revisiting the genesis of some associated ideas derived from the Frankfurt School the paper puts the current planning theoretic literature in philosophical relief. At the same time it reinforces the role of an Ideologiekritik in communicative action and in contemporary planning theory.

The case for an Ideologiekritik is made in the following three parts. First, the increasing interconnectedness of a network society is shown to underscore the need to be mindful of competing claims. In other words, other-regarding behavior must now extend beyond proximate communities to embrace the anonymity of the participants in extended networks. Second, because the relative anonymity of participants in a network society makes the assessment of personal traits, character, and identity more difficult, it increases the importance of arguments and evidence. Third, there is greater recognition of the role of institutions and hence a predisposition to see preferences as systematically influenced by institutions rather than simply aggregations of personal priorities. This makes a deeper assessment of preferences psychologically possible.

The paper fits within the author's continued arguments on the network society (Verma and Shin 2004) and responds to the planning theory track's call to explore how fundamental changes in Europe and the world call for changes in planning theory.

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Monitoring of Spatial Strategies: A Case Study of English Spatial Planning

The proliferation of indicator sets for monitoring local and regional planning practice has been noticeable over the last decade. Hoernig and Seasons (2004) provided a detailed account of such practices, especially in northern America. On this side of the Atlantic, the wholesale reform of the British planning system in autumn 2004 marks the beginning of a new era in developing "spatial" rather than purely land-use plans. The new system of Regional Spatial Strategies (RSS) and Local Development Frameworks (LDFs) adopts a spatial planning approach which is intended to "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: 13). Another significant shift from previous practice is the emphasis on a systematic approach towards strategy monitoring. Planning Policy Statement 11 (ODPM, 2004) explains that the purpose of a RSS should be to "provide a clear link between policy objectives and priorities, targets and indicators. It should be monitored annually against the delivery of its priorities and the realisation of its vision for the region" (para 1.7). A stronger tone was used in Planning Policy Statement 12 (ODPM, 2004) which states that, "local development documents must be soundly based in terms of their content and the process by which they are produced. They must also be based upon a robust, credible evidence base" (para 1.3). Such an evidence-based approach to spatial planning has already also taken place at the European level through the establishment of the European Spatial Planning Observation Network (ESPON) Programme.

It is within this context that this paper aims to explore the rationale and approaches that are being used to underpin the monitoring of spatial planning strategies in England following the latest planning reforms. In order to achieve this overall aim, a number of issues are addressed:

1) to clarify the meaning of spatial planning across different contexts and to identify the latest ideas and methodologies used in public policy monitoring;

2) to elucidate the political discourses at different spatial levels over spatial policy monitoring and how these shape the monitoring of spatial policies in England;

3) to introduce the rationale and principles that underlie the monitoring of RSS and LDFs in England;

4) to assess the extent to which the proposed monitoring frameworks for English spatial

strategies will meet with the vertical and horizontal integration of spatial policies; and 5) to provide some pointers on future developments in the monitoring of English spatial strategies.

Planning Methods for the New Europe: The Potential Role of Strategic Choice

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The question is posed: Should planners be devising new methodologies? However, it is equally important to take stock of useful existing, perhaps under utilised, methodologies. "Strategic Choice" is one such methodology. The revolutionary idea of a "two-tier" Development Plan emerged from the UK in the 1960s. Whilst the "Local Plan" tier reflected professional traditions of "Master Planning", the new "Structure Plan" tier required an intrinsically strategic document. The problem of producing this new style of plan efficiently and effectively led to a very productive synergy between practising professional planners and researchers working in the increasingly influential field of Operational Research, (or "OR" - Yewlett, 2001a&b). This work, at the interface between traditional scientific and social science approaches, gave rise to what has become known as the "Strategic Choice Approach". (Friend & Jessop, 1969).
Technically, Strategic Choice is categorised as "Decision Centred", reflecting the "Consequence Display" approach, as characterised by Rosenhead, (Rosenhead and Mingers, 2001), rather than the "Optimisation" approach associated with much OR. Its philosophical roots, although sometimes conflated with rigidly "Logical Positivist" approaches, are derived more from Popperian and empiricist traditions. Strategic Choice ideas were also extended, beyond the immediate local concerns of Structure Planning, into issues of inter-organisational planning and Regional Planning, developing ideas of clear current relevance in an expanding Europe (Friend, Power and Yewlett, 1974).
Following the early achievements with Strategic Choice, the 1979 election of a Government with a marked distaste for economic and strategic planning resulted in a downturn in UK plan production. The corresponding atrophy of relevant skills and knowledge in the UK planning community led to a period when the very idea of further methodological developments became moribund, although the approach was still being applied and refined elsewhere, in both developed and developing countries.
More recently, a number of factors, including rising concerns with environmental problems, and devolution of planning powers to the UK's constituent nations, have inspired a revival of interest in plan production in the UK, and specifically in the role of Regional Planning to provide a framework for more local concerns. This new resurgence of interest in practice can be expected to trigger a corresponding resurgence of interest in methods. Current work seeks both to report the on-going developments in Strategic Choice around the world (Friend and Hickling, 2005) and to explore its significance for Regional Planning (Yewlett, forthcoming). The current paper seeks to present these ideas to a wider European audience.

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**High Probability Areas of European Integrating Activities
(As Viewed by Simulation Modelling)**

In spite of its limited size, the European continent is very diversified in terms of geographic forms. Gulfs, intruding deeply into the land, barriers of different nature, such as the Alps, the Pyrenees and other long mountain ranges, vast swamp areas in the Eastern part of the continent, as well as large lakes, naturally predisposed a number of places to be nodal points in a contact network.

These stable geographic determinants together with climactic conditions constituted for a very long time an important and active foundation for the emerging concentrations of population and their numerous activities. They also influenced some processes of hierarchical differentiation.

The question that arises is to what extent these determinants were responsible for the generation of particular contact-attracting centers of European regions and countries, and how they could function as the focus of economic, technological and cultural innovations of interregional and intracontinental significance.

The second question relates to the role of other barriers, be it of the linguistic, religious, political or lifestyle character, which seem to be more flexible and subject to change throughout history.

In an effort to answer these questions, a series of modelings were conducted, simulating the generation of concentrations and diversifications in a settlement system, as well as the hierarchies that emerged within them. The modelings attempt to establish "fields of probability" of sorts for the civilization-related activities, reflecting the selectivity of potential links, as well as the rigidity and permeability of natural and man-imposed limits.

The modelings also strive to identify the ways in which the geographic factors mentioned above share in the present and recent shaping of the configurations of the European settlement in order to separate a domain of other, accidental and unpredictable factors. The nature of these factors suggests that the intervening opportunities model would be most adequate to look for a relatively simple but sufficiently comprehensive tool of modelling the contacts which are responsible for the emerging of an urbanized structure.

The key parameter of "intervening opportunities", namely the selectivity of needs generating contacts, is to be recognized as containing some characteristics such as variety of lifestyles, diversification of activity patterns, and others. Hence, selectivity may be regarded as a good determinant factor-something like civilization indicator and simultaneously the propulsion of urbanization process measure.

Special attention was given to the conditions of the European integration and to the impact of its consecutive stages. Nine series of such simulations are presented here. The main finding of the work consists in the statement that ever since the Roman Empire have the general geographical determinants of concentration played a very important role in the repartition of the continent's areas of development and progress. They may also influence the creation of new core areas in the united Europe.

Track 4: Housing and Community Development

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List of Abstracts for Track 4

Statement of Track Chairs

Residents of neighbourhoods in Europe's cities:
In many European urban neighbourhoods social problems and tensions have surfaced, which confront citizens and decision-makers with complex questions. Some of these concern the way people live (or do not live) together, in relation to shifts in collective ideas about how people should or should not live together. Others have to do with (changes in) the way the state and market actors try to intervene in the physical or social conditions of neighbourhoods. Issues of housing and community development in urban neighbourhoods are at the heart of society and the way society develops. This track therefore is mainly concerned with the direction in which neighbourhoods in Europe's urban areas develop in a social and cultural sense. (That is not to say that issues relating to housing and community development in rural areas could not contribute to the debate, particularly when there is a relationship with the development in urban areas).
In this track we welcome papers which deal with residents in (urban) neighbourhoods and the relationship between what is happening in neighbourhoods and developments in society in general. However, neighbourhoods need not be strictly defined geographical areas. In many issues concerning housing and community development delimitations other than neighbourhood can be more appropriate. The track's focus is on the social relations that accompany living in neighbourhoods and the way these social relations are perceived and categorized by both residents themselves and those who decide or influence housing and the way residents live. In short, we aim to relate social relations in neighbourhoods to perspectives of residents on their neighbourhood and what takes place there, perspectives of other stakeholders on neighbourhoods and perspectives of "society" on (problems in mostly urban) neighbourhoods.
Although all papers concerning the issue of housing and community development are welcome and will be taken into consideration, we especially invite authors to address one or more of the following themes:
– The transformation of deprived neighbourhoods in Eastern European cities, both of the neighbourhoods themselves and within the framework of policy-making.
Which policies and approaches prevail, both at local and national levels of government and with regard to market actors? On which principles are incentives, instruments and concepts based?
– The restructuring of deprived neighbourhoods in Western European cities.
Which results are to be expected from the new social mixes that are often sought after in urban neighbourhoods? Which (other) strategies can reduce segregation of income groups and/or ethnic categories in cities? Under which conditions can concentration be helpful for the social mobility of newcomers to the city?
– The way residents perceive their neighbourhood and experience (some sort of) community.
How do they relate to and identify with their neighbourhood? How do these perceptions differ from the perception of "outsiders"
– The relationship between housing and the integration of migrants into society.
How and to what extent can housing be considered a strategic device for integrating migrants into society? Under which conditions can we expect (positive or negative) neighbourhood effects?
– Factors that make or are perceived to make "good" neighbourhoods and/or "good" communities.
– Implicit notions of class or other indicators of inequality in urban policy-making and how these can lead to exclusion of certain social categories.
Can cities and neighbourhoods (still) be places for the poor and the homeless, middle-class residents and urban elites alike? How can planners contribute to increasing diversity in urban neighbourhoods?
– The impact of "Europe" on urban restructuring.

European policies expect many social processes and interventions in neighbourhoods to be (ac)countable. How and to which extent is this possible with regard to restructuring? How can sustainable restructuring be realized?

These themes of course contain both "old" and "new" topics. However, topics that have already been extensively debated can (or should) be re-fuelled and re-formulated to arrive at new and innovative questions. Finally, we encourage participants to reflect on existing theory using findings from empirical research.

Gated Communities: Physical Construction or Social Destruction Tool?

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The Congress theme: "The Dream of a Greater Europe" combined with themes of some tracks such as: "Housing and community development", "Urban design and physical form" and others, have both encouraged us to present this paper. If we want to deal with the Greater Europe, we've got to go out of the geographic borders to study the urban life of the Europeans all over the world.

Adding to this the major influence of the European ideology on the urbanism all over the world since long time. The subject is vast; we started discussing it during my paper's presentation of AESOP 2004, concerning New Towns as a European ideology affecting the urban policy on foreign territories. Our case study was Egypt. So this year we'll continue the second part of the research in which we will deal with gated communities as a model of Europe's expansion out of Europe's geographic limits. In order to better analyze and understand The Greater Europe.

This paper has a socio – econo – urban interest for Europe. Because it may help in the improvement of social life of Europeans all over the world.

Some of these gated communities are European economic projects, so better understanding it will help European decision – makers and decision – takers to improve their policies in order to gain the best economic and social results of these projects. This paper will help, as well, to improve Europe's sociospatial organization

Our research about the Gated Communities will be based on many questions:

1. What do we mean exactly when we use this term "Gated Community"?
2. What are the reasons that led to the conception of this form?
3. What are its different types?
4. Do Gated Communities participate in the urbane development and the solution of urban problems?
5. What are their advantages and their disadvantages?
6. The bad effects which gated communities may have on the social structure, taking Egypt as a case study?

The tasks of this paper maybe resumed in the following points:

A– A trial to determine the effects of the Gated Communities as a foreign ideology on oriental territories: social, urban and economic effects.

B– Studying the possibilities of the integration of this model in the Egyptian urban, social and economic fabric.

C– Improving the means to achieve the best European profit of such projects in Egypt, without scarifying native citizens' life, to avoid further social crises and political conflicts.

D– Learning from the side effects of this paradigm in order to avoid it in our growing European society.

Our paper of AESOP 2004 and this paper were the topic of our research for the master degree and which we are developing now as a part of our PhD research. In order to carry out the tasks of our research, we had got to construct a theoretical and historical background of the different types of gated communities all over the world. First of all, we have tried to determine the common points between the different experiences. After that, we have analyzed the particularity of each one and illustrated some examples representing these experiences.

Then we had applied our theoretical output on the Egyptian example as our case study. At last we gave a conclusion that, we hope, fulfils the tasks of this paper.

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The Continuing Search for Mixed Communities: Are They Really Sustainable?

A combination of economic prosperity, population trends towards smaller households, and a long-term decline in house-building has stimulated central government in England to launch its Sustainable Communities Plan. This plan aims to deliver 1.1million new homes in London and the South East region by 2016 and to demolish and redevelop at least 850,000 homes in the North where housing markets are failing because of over supply.

As well as meeting these targets the government is committed to creating new housing development – "sustainable communities" – on brownfield sites in areas, such as the Thames Gateway, which were formally used for manufacturing industry. High quality design, limited energy use, full provision of educational and health services, as well as the creation of mixed communities by age, ethnic origin and tenure are all important aspects of the strategy.

Thus in implementing the Sustainable Communities Strategy central government is taking on at least three multiple and interlinking sets of policy objectives. (i) It is trying to reverse a long-term trend of an undersupply of housing of all types in areas of high demand. (ii) it is attempting to achieve the construction of high quality, mixed use and high density environments which maximise the use of brownfield sites and existing transport infrastructure. (iii) it is attempting to overcome longstanding social and economic barriers which have often led to the creation of "executive homes" at one end of the spectrum and "council estates" for those whose income is low and for whom renting is the only option. This is the most significant shift in national policy since the construction of the New Towns in the 1950s and 1960s.

This paper draws on research carried out for the Joseph Rowntree Foundation. It will begin by exploring the circumstances in which urban regeneration and housing policy have been brought together in a strategy which has been set very high quality thresholds. It will then investigate the changing context surrounding the "new orthodxy" surrounding the provision of a mixture of affordable, social and free market housing (point iii above). it will explore through a series of interviews with key delivery agents how far

the social and environmental vision of the strategy is achievable. Do people want to live in relatively high density, mixed communities where housing is "tenure blind"? What are the financial and planning barriers preventing closer integration? and what management and governance issues arise in ensuring that housing developments remains "sustainable"?

The paper will conclude that "path dependence" is of crucial importance. That is that decisions made early in the development process, for example about size, density, cost and management arrangements, can have a significant impact on the extent to which that development prospers and becomes "sustainable" in all meanings of the word. The broader implications for the relationships between housing policy and regeneration will be examined.

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Of Pubs and Technoparks: State-led Gentrification in Birmingham's Eastside

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The social and economic implications arising from the rehabiliation of central urban districts has been an enduring theme in the study of urban planning since the 1980s. In particular, considerable attention has focused on city centre fringe areas – historic, formerly industrial, zones of transition that are transformed by state-led processes into sites for new business activity, high value housing and associated consumption spaces. Debate about the implications and meaning of such change has been pursued in two related but distinct strands of literature. One concerns the analysis of a "third wave" of gentrification – the reclamation of commercial and industrial land and buildings for residential and other uses. In this perspective, the transformation of central districts, facilitated by the state and driven by private capital, leads to a re-differentiation of urban space along class lines with direct and indirect impacts of displacement upon existing communities and businesses.

A second, related body of urban regeneration literature centres mainly on economic concerns relating to the characteristics of new business activity and employment generation that emerge in such urban spaces. This literature typically highlights the regenerative impacts emanating from the growth of new economic sectors, particularly the "creative industries", and the development of related places of consumption and performance. Commentators further emphasise the importance of indigenous, organic forms of development and activity that are locally rooted and driven by independent actors with consequent benefits for the local economy and city image. Such thinking has been highly influential in the formation of urban planning and policy approaches in many major European cities.

The purpose of this paper is to bring together these related strands of literature and contemporary urban policy thinking to make some critical observations about the implications for our understanding of the restructuring of central urban space. In particular, it raises questions about some commonly held assumptions about the relationship between the form of regeneration that occurs (the type of property developers involved, the nature of new enterprises created and character of the new built environment) and the socio-economic benefits that accrue for the city and its residents (in terms of wealth creation and new employment, and who uses/accesses the new spaces and places). A prevailing view in urban planning and policy circles is that redevelopment featuring independent, locally based enterprises and actors is likely to generate an inclusive range

of benefits for a wide range of the local population, including its diverse communities and lower income households. However, critics argue that such regeneration processes, driven by large-scale projects and corporate interests, benefit mainly affluent professionals, visitors to the city and consumers of elitist forms of culture, experiences and goods. These opposing perspectives are unsettled, however, by our research into the ongoing regeneration of Birmingham's Eastside district, a classic city centre fringe area experiencing significant state-led regeneration activity and associated development pressures. The emerging findings point to a more complex set of issues and challenges for those urban planners and policy makers who must simultaneously stimulate and manage powerful dynamics of change in such urban spaces.

Drawing upon the ongoing processes of regeneration in the Birmingham Eastside area, the paper develops a critical analysis of the contradictions and tensions that are generated in this complex urban space. Particular attention is focused on the story of two longstanding pubs, whose fortunes in the wake of the state-led redevelopment initiatives raise important questions about the implications of a planning process and discourse that is anchored in economic concerns. It is argued that this privileging of issues such as new firm formation, employment and property values over wider concerns has the effect of constraining our thinking about contested city spaces and consequently limits the possibilities for policy approaches. The paper concludes by calling on urban analysts and planners alike to draw in a wider range of considerations when examining the role and meaning of such spaces in the context of dynamic urban change.

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Funding through Challenge. Public Administration, Local Governments and Housing Policies between Competition and Project Driven Attitudes

Following the growing relevance of Europe in policy design at a national and local level, a season of intense innovation in Urban and housing policies has occurred in Italy since the mid 90's. Local governments and housing agencies have had access to a relevant amount of funding through their involvement in a new system of rules and procedures. They have been activating and developing connections with European and national institutions, they have been designing and developing relevant change in the Urban fabric. Following the style of European programs – more and more – Urban and housing policies in Italy have been shaped also at the national and local government level according to keywords (and rhetorics) of "participation", "competition" and "projects". This new attitude has contributed to redefining and innovating ordinary practices in Urban and territorial governance as well as to overcoming sectoral policy approaches and enhancing partnerships and cooperation among institutions. The involvement of inhabitants and residents associations has been more an more encouraged and evaluated as a relevant feature in the development of applications to funding programs. Assuming the relevance of working at the neighbourhood level and involving residents' associations, the guidelines of funding programs often emphasise the relevance and the nature of projects as spaces for negotiation among a plurality of actors. In this respect, we can recognise that the access to funding via competition and project development has allowed a closer relation with target actors and a demand oriented attitude in policy design. In this setting, Local governments and public administration do play a major role and their responsibility is exposed in the public space. From a critical point of view, it is indeed relevant to consider side and medium-long term effects of the competitive nature of funding programs as main instruments of contemporary Urban and housing policies. Starting from an empirical research being developed over funding programs developed in recent years by Region Lombardia in the domain of housing policies, the paper will focus on critical issues deriving from a competitive and bid driven style in public policies. Among the main research questions, the competitive factors providing the success of local governments in access to funding will be explored as well as the side effects on the selection

of targets and goals in policy design. First outputs do put in evidence the relevance of political engagement, administrative competence and the capability of activation itself, whereas areas, residents and local governments which are poor in these respects do risk to be excluded from the challenge, and therefore from the policies.

Evaluating Urban Regeneration Strategies
from Social Equity Perspective

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Western counties have transformed their urban regeneration strategies several times in the last 50-60 years. An analysis of the history of the subject revealed that they did it almost together, i.e., roughly the same strategy was implemented in about the same time in several countries, and then replaced by a different one. A review of the relevant literature discloses three generations of policies or strategies. In the first one, close to the middle of the twentieth century, demolition and redevelopment was the dominant strategy, based on the belief that improving the built environment will solve all the problems. The second one is related to the "rediscovering of poverty" in the 1960s and 1970s; public national programs for treating social problems in distressed neighborhoods and encouraging citizen participation became the name of the game. In the 1980s, the third generation arrived with an emphasis on economic aspects of urban revitalization; public-private partnerships in local development, mainly real estate development, can be found in many larger and smaller cities in the Western world.

Following an analysis of the outcomes of the different strategies, Carmon (1997) reached the conclusion that second-generation social strategies benefited people, residents of the distressed neighborhoods, but failed in benefiting places, i.e., did not improve the status of the neighborhoods. On the other hand, third-generation economic projects benefited places, but did not or hardly did they improve the living conditions of disadvantaged residents in the vicinity of these projects.

A new empirical study in a selected small distressed town (20,000 residents), Or Yehuda in the metropolitan area of Tel Aviv, Israel, sheds new light on these conclusions. It focuses on comparative evaluation of (a) a large scale second-generation public program for social and physical rehabilitation of the town, named Project Renewal (1979-1995), and (b) a third-generation public-private partnerships, construction of a large new high-standard neighborhood and a new high-standard employment area in the same town (1995-2004). The empirical work included: a survey of long-term households in Or Yehuda (200 respondents); a survey of new residents in the new neighborhood (100 respondents); a survey of visitors to the central park (100 respondents); a survey of business owners (30 businesses) and service providers (19 businesses) in the new business district; and a survey of apartment prices in the old neighborhoods of Or Yehuda. In addition, interviews were conducted with local informants, and various documents, such as minutes of meetings, city building plans, correspondence, Central Bureau of Statistics figures, Project Renewal reports, newspapers, and other sources, were reviewed.

The study took the perspective of social equity and asked two main questions: First, does urban regeneration in the form of real estate development create benefits not only for the entrepreneurs and their clients, but also for the city in general and its poorer residents? Second, which of the two urban regeneration strategies is more beneficial to the place as a whole and to its relatively disadvantaged residents in particular?

The findings show that some benefits from the real estate developments trickled down and reached disadvantaged residents of the old neighborhoods of Or Yehuda. Their "space of choice" of housing, employment and social services was increased and a few hundreds of them took advantage of the new opportunities. This gives a positive answer to the first research question. As to the second one, we found that both projects benefited the long-term residents of the town and contributed to increased social equity, although not in the same way. Project Renewal benefited the residents directly, both eco-

nomically and socially. Moreover, it benefited very disadvantaged residents, as well as others. However, it generated little benefit for the town as a whole and its public image. In comparison, the real-estate projects led to great benefit for the town as whole and limited benefits to local individual residents. Furthermore, it was the better-off residents who derived most of the personal benefits. Overall, Project Renewal benefited the long-time residents of the distressed town more than the development of the 1990s did. However, only the new real estate development created a positive change in the status of the town.

In conclusion, both sides of the controversy over direct assistance versus trickled-down benefits to the poor can draw some lessons from our findings. Progressive Planners may want to know that private-market-style development, while somewhat shaped by public planners, may benefit disadvantaged individuals and families. Conservative planners may want to take into consideration that only direct assistance can provide a wide range of benefits, including focused educational tools, to a wide range of highly disadvantaged residents. Hence, the study concludes with a proposal of a forth-generation regeneration strategy, which combines development with equity.

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**Housing Moratoria and the Control of
Urban Sprawl in North West England**

It is part of the British Government's agenda that: "the housing needs of all in the community should be recognised, including those in need of affordable or special housing in both urban and rural areas." Furthermore the Government wishes: "to promote more sustainable patterns of development and make better use of previously-developed land, the focus for additional housing should be existing towns and cities" (Planning Policy Guidance [PPG] Note 3: Housing). As part of the means to achieve this second aim the Government have sought to restrict housing development on greenfield land.

This paper considers a development in housing policy recently introduced in the North West region of England. The policy in question is the imposition, by local planning authorities, of a "moratorium" on new housing development on virtually all greenfield sites across large parts of the region. In March 2003, Regional Planning Guidance for the North West (RPG13) set housing completion targets at a figure that represented a reduction on previous estimates. One reason for this change was revised Government estimates of the inter-regional distribution of households and housing demand. The second reason was to encourage local planning authorities to introduce a new approach to the release of housing land, known as "Plan, Monitor and Manage", as required by PPG3. The idea was that this new approach would encourage more housing investment in regeneration areas, notably the "housing market renewal areas", within the North West Metropolitan Areas (Greater Manchester and Merseyside). As a consequence of this changing approach, many local planning authorities introduced "moratoria" preventing new housing development on greenfield land and other sites outside of regeneration areas, in order to prevent an oversupply of housing in their areas.

This research examines the theoretical justification for such a dramatic policy intervention and considers whether the hoped for transfer of housing supply to regeneration areas is likely to occur; whether demand is likely to move in a similar geographic direction; and the likely impact on dwelling prices, affordability, supply and the house-building industry in the region. The paper also considers the way in which the policy has been implemented and the consequences for the planning system. This discussion is supported by the presentation of the results of a series of expert interviews.

The paper concludes that the theoretical justification for such moratoria has yet to be proved and that there is a clear division between planners and housing developers on how the moratoria will affect the housing market and whether they will achieve any improvement in housing investment within the North West Metropolitan Areas.

**Payment Plans of Reverse Mortgage System
in the Korean Housing Market**

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Korea has experienced the rapid increase of the number of elderly households and gradually approached the aging society, and social security system for them becomes a big social issue. She recently tries to employ a reverse mortgage system as a social security system which is insured by the government (Cho, Park, and Ma, 2004). This system is a loan against a borrower's home that they do not have to pay back as long as they live in their own housing, and which is the reverse type of the payment pattern of traditional forward mortgage. It is recognized as an important financial vehicle to supplement weak social security systems for elderly homeowners in Korea. It intends to help house-rich but cash-poor elderly access additional income to meet living expenses, to assist that middle-income senior homeowners convert their home equity into liquid assets, and to allow that homeowners can turn the value of their home into cash without moving out or repaying a loan every month. Homeowners do not need a minimum amount of income for qualifying a reverse mortgage. Borrowers can keep their homeownership just like a forward mortgage and are still responsible for paying their property taxes and homeowner insurance and for making property repairs.

There are basically three types of reverse mortgage system such as tenure, term, and credit line plan, depending upon the payment method. In case that the government-insured reverse mortgage program is adopted, the tenure plans might be more desirable than other plans to the elderly households because it secures the life-time payments without any repayment. This study analyzes the potential maximum levels of monthly payments of tenure reverse mortgage in the Korean housing financial market. After that, it will build the payment plans of tenure program in the Korean financial market and to suggest the most appropriate type for the elderly in order to promote the introduction of reverse mortgage system. In order to do that, the second section reviews the previous studies on the demand of reverse mortgage system and notes its payment plans. The third builds two payment plan models of tenure reverse mortgage, a constant monthly payment and a graduated monthly one. The fourth examines the methodology of testing stability of time series and data of this analysis. The fifth evaluates the effects of reverse mortgage system on increasing the standard of living, or the level of expenditure of elderly homeowners and the relationship between the constant payment type and the graduated payment type in Korean housing financial market. The final chapter draws conclusion and some lessons.

**Contested Spaces at the Core and the Periphery: Fragmentation
and Social Polarization in Istanbul's Residential Neighborhoods**

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Residential segregation and social polarization are by no means new phenomena especially in big cities. However, the global re-structuring of the economy since the mid-1970s widened and sharpened the disparities among different segments of societies, which were clearly reflected in various geographical scales, including urban neighborhoods.

Economically the most prominent city of Turkey, Istanbul was no exception to this rule. 1980s marked the time when Turkey was pulled into the currents of global restructuring. In line with the neo-liberal policies which aimed to open the national economy to the world markets, Istanbul was assigned with the mission to become an internationally prominent service city. The project of integrating with the global markets through Istanbul left significant imprints on the urban environment of the city. On the one hand there were the homogenizing icons of the international sphere, including office towers and the headquarters of financial capital, convention centers, deluxe hotels, shopping malls, hypermarkets, international retail chains and massive infrastructure projects; on

the other, there were the symbols of fragmentation and polarization at the local level manifest in the highly contrasting residential environments of the "migrants" and the "new elite."

Without doubt, new mechanisms of public intervention created as part of the project of brandizing Istanbul as a prominent city in the global arena played a crucial role in the emergence of this cultural landscape. Land in Istanbul, had already been a target of intense speculation since the 1950s and almost all sectors of the society strove to gain something out of this highly speculative urban land market: rural migrants built squatter settlements forming the "illegal cities" at the urban fringe, while the condominiums of the middle classes mushroomed in the inner city and the suburbs.

The mechanisms of distribution and re-distribution since the 1980s, however, created new opportunities for much larger segments of the population fostering another wave of building-boom and people "rushed-to-build" relentlessly compromising long term social benefits to short-term economic gains. While actors with powerful vested interests in urban space multiplied and diversified, the city expanded significantly where the fashionable "fortified enclaves" of the rich were surrounded by the illegal settlements of the migrants.

A similar polarization became manifest in the inner city: neighborhoods in the historical parts of the city were increasingly "gentrified" and became a home for the "new middle classes" who saw the architectural quality in these neighborhoods as a sign of prestige akin to their newly acquired status in society and an essential component of their cultural capital. Yet, there was another side of the coin: Right by these gentrified neighborhoods, stood the "abandoned" sections of the historical city, which became a home for all those who were excluded from the both the formal and informal labour as well as housing markets, and from social networks.

This paper will attempt to critically analyze the dynamics of these new "socio-spatial formations" (Marcuse & Kempen, 1999) that define the emergent landscape of Istanbul, which became a patchwork of contested spaces at the core and the periphery with the aim to shed light on the diverse values, needs and expectations of the parties involved in the production and re-production of the built environment. Their understanding appears to be an essential first step towards more democratic and participatory ways of managing change. Only then, it seems we can hope to build a socially-just city and a new concensus towards a common good and develop more effective planning responses to the complex issues that arise out of conflicting interests on the urban environment.

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Evaluating Housing Market Renewal: National or Neighbourhood Policy?

Housing Market Renewal (HMR) is the UK government's main policy for dealing with areas of abandonment and low demand for housing in England. Nine "pathfinders" are well into delivering the first two years of this project, and have been invited to make the case for continued funding. Some of the principal characteristics of the policy are: its requirement for partnership working across stakeholders and administrative boundaries; its emphasis on "rebalancing" the housing market (normally increasing opportunities for home ownership while reducing the net supply of social rented properties); and its strong reliance on local contexts and evidence at the programme planning stage (Cole and Nevin 2004). The Homes for All 5-year plan produced by the Government in February 2005 signals the intention to extend HMR to more areas in England suffering from housing market weakness (ODPM, 2005).

At the same time, a programme of evaluation of the policy has commenced. This is intended to be a "formative" evaluation in that it will help to develop the strategic direction of the policy over its ten- to fifteen-year lifespan. There would appear to be some emerging tensions around what is the appropriate spatial scale for this evaluation.

On the one hand, the policy has very tangible effects at the neighbourhood level (including demolition, new construction and master-planning) and is explicitly aimed at making the connections at neighbourhood level between narrowing social exclusion, promoting housing market and community sustainability, and improving local service provision. On the other hand, the policy's overall aims are national in scope: to eradicate the problems associated with low demand by 2020. Success is measured at a variety of scales but ultimately in terms of its contribution to national policy objectives and the amelioration of regional disparities.

Furthermore, the large-scale transformation of residential areas means that implementing the programme is contentious and must be sensitive to local communities. The degree to which the policy is presented as national or local has important ramifications for its acceptance among diverse local stakeholders and its connection to other strands of local policymaking.

This paper will critically examine how an evaluation of HMR can take place and whether the fundamental tensions between national policy objectives, a particularly locally-focused programme, and an accepted set of regional and sub-regional drivers of change (Lee and Nevin, 2003; Leather, 2004) can be successfully reconciled. Proposals for an appropriate methodological framework for such an evaluation will be presented which tries to reconcile these spatial tensions while acknowledging the unique attributes of housing and of HMR policy. This will build on work being undertaken for the Office of the Deputy Prime Minister (ODPM) to construct an evaluation framework for HMR and will draw evidence from a series of interviews with national and local stakeholders in HMR; past involvement in other HMR projects; and a quantitative analysis of appropriate secondary data sources including data on house prices, empty properties, and programme outcomes.

Urban Development Processes within the Greek Metropolitan Areas through the Embodiment of "Arbitrary" Housing Areas. The Case of Lavreotiki District

The paper focuses on the procedures and the mechanisms of urban expansion of Athens metropolitan area, emphasizing on the arbitrary built areas and the results of their embodiment in the formal city function.

Historically, arbitrary building in the Greek city, as well as its progressive legalization, had covered the state's insufficiency in housing policies, especially for low-income inhabitants. "20"s to "70"s output were unorganized, dense housing areas (primary or secondary houses) with crucial lack in basic infrastructure, leading up to today to the need of planning practices and actions for rising up their urban life and urban environment standards.

Recent forms of arbitrary settlement's expansion are forced by a new socio-economic and institutional reality, mainly consisted of the waste of the landscape, surrounding urban areas, creating space that it is very difficult to produce urbanity and on the other hand has rabidly lost its pre-existing natural or rural character.

It could be accepted that one dominant tension, through the public policy, continues to be the institutional establishment of one, out of any rule, shift or hybridization of the surrounding the city landscape. Successive, fragmented embodiments of ex- rural or natural parts of wider areas and the diffusion of intensive uses crossed, or lined up by new road axes constitute new practices of metropolitan complex's development. The above intention often subsidies in the framework of satisfying short-term socioeconomic pressure, or intensified on the occasion of undertaking significant responsibilities, as for example the 2004 Games, as well as with allocation choices as the placement of the new international airport the extension of the new peripheral through the rural area of Mesogeia, changing its function and its basic landscape identity elements.

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On the other hand it is extremely interesting how huge "arbitrary" areas developed 10-40 years ago were legalized through compact procedure. These areas constitute a common aspect of the recent Athens metropolitan area's enlargement, urgently and de jure legalized.

The area of Lavreotiki is a very characteristic example. Our research is based on field observation and data from the local authorities archives. The examined forms of arbitrary development referred to: the turn of the vacation or secondary housing areas into primary housing areas, intensive land uses along road axes, encroachment of coastal or forestry zones. The paper is indenting to quote which are the basic perceptional elements constituting the main alterations, on ex-urban landscape feature and why, in our days, it is doubtable and risky, for these areas, gradually, to earn moral or social legitimation.

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Engaging with Difference: How British Planning is Promoting Diversity and Equality

British planning is undergoing a radical "culture change" promoted by the government to make it a more pro-active, positive force making a difference in people's lives. One aspect of this is emphasising that planning should be responsive to everyone's needs, and that our communities are made up of many different people with different requirements (age, gender, race, disability, faith group, sexual orientation, etc.). The paper sums up recent research the author undertook for the Office of the Deputy Prime Minister, which is a Good Practice Guide for English local authorities on Diversity and Equality in Planning (published 2005). The idea of "diversity" is discussed and compared with "equality." The context of planning reform in Britain is set out. Earlier research shows that most planners are still confused about how concepts of diversity are relevant for their everyday practice and the government tries to address this. Case studies are used as a method of illustrating good practice in terms of defining who is in an area, effective community engagement, securing benefits through policies and procedures, organisational culture (including recruitment, employment and staff development) and monitoring.

The effects of European Union expansion, globalisation and demographic trends mean that population shifts are increasing and it is important that our planning systems are responding. Too often in the past planning policies and procedures have not been targetted to the needs of different members of the population. Many planners erroneously think that "treating everyone the same" is what ensures equality when in fact it is the recognition of difference that is required. The British government is taking steps to ensure that these different voices are listened to. The case studies show how spatial planning can be more responsive to different people within our communities. It is relevant for other countries because nowhere has a monoculture.

British planning has suffered from an image of being bureaucratic, negative and unresponsive and these diversity goals help enliven its purpose. If planning can be seen as something to help people's daily lives, it will find a place much higher up the political agenda. But there are many conflicts and disagreements about planning priorities and these much be dealt with head on. One theme running through the paper is that of effective community engagement and capacity building. Innovative examples of how these have been dealt with in different places across Britain are given. Engaging with difference is the key theme and the paper gives practical examples that have worked.

Neighbourhood Social Capital after Urban Restructuring. A Residential Mobility

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Perspective on Social Capital in Dutch Post-war Neighbourhoods   In many Dutch cities, early post-war neighbourhoods are the setting of considerable interventions. In these areas, low-cost social rented apartment blocks often dominate the housing stock. This social rented housing is increasingly not in accordance with current consumer preferences and demands for housing quality. Middle-class and higher-income households often leave these areas, lacking attractive housing career opportunities. The resulting concentrations of low-income households, often ethnic minorities, are associated with social problems and neighbourhood decay.

Urban restructuring policy aims at improving housing attractiveness, providing housing career opportunities, and strengthening the position of these neighbourhoods in the housing market. Social rented housing is demolished and replaced with more expensive owner-occupied housing. These restructuring measures trigger substantial changes in the socio-economic characteristics of the population. Since the second half of the 1990s, the Netherlands has witnessed a continuing debate on the social consequences of urban renewal efforts.

This paper connects this issue to the concept of social capital. In very broad terms, social capital refers to resources that are accessible through membership and participation in social networks. While the scientists Bourdieu, Coleman and Putnam earn the credits for major developments of the concept, there is a vast literature on the nature, scope and application in social theory and empirical research.

The paper adopts a residential mobility perspective to social capital in two restructured neighbourhoods in the city of Rotterdam. Social capital is made operational through social networks, organisational capacity, social control, shared understanding of social norms, trust, and neighbourhood appreciation. The residential mobility perspective entails the identification of four groups of neighbourhood residents: the stayers, the movers within restructured neighbourhoods, movers from the surrounding borough, and newcomers from everywhere outside the borough. This typology covers all moves to and within the neighbourhood, as a result of urban restructuring. Furthermore, resident's positions in their housing career are mapped by analysing their housing satisfaction, neighbourhood appraisal and expected length of residency. This renders a proxy of neighbourhood stability after the restructuring measures.

The data consist of a written survey among 917 respondents (i.e. a response rate of 47 per cent), evenly spread between the two research areas. Bivariate and multivariate regression analyses are conducted to answer three research questions. First, to what extent has restructuring resulted in middle-class households moving into or staying within the area? Second, what is the level of social capital among the four categories of residents? Third, what are the most important determinants of social capital and the expected length of residency?

The results show, first of all, a combined picture of higher housing satisfaction and neighbourhood appraisal, but sharp social capital divides between the four resident categories. Furthermore, it turns out that the position in the housing career is only of secondary importance for the social capital of residents, but of major importance for the stability of the neighbourhood. The demolition of unpopular social rented housing and construction of single-family owner-occupied dwellings does not automatically result in a stable neighbourhood. Finally, neighbourhood appraisal, tenure, dwelling type, socio-economic position (job, income) and household composition are strong predictors of resident's levels of social capital. Several explanations for these findings are offered, as well as recommendations for further research.

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Development Housing Strategy

Towns as a main form of the human settlement has been rising since the dawn of the human history and their contemporary forms, ordering and outer appearance are the result of their long lasting, often disconnected and contradictory development which has been influenced by important civilazing, cultural, economical, natural and power factors. The housing is one of the basic city functions from the urbanistic point of view. Without its sufficient resolution city can reach critical collision of its development.

Human spend significant part of the life in here therefore the housing has high demands on location at the city in connection with nature conditions, position and supply system integration. All important city activities should be reachable from the housing - working possibilities, equipment centers, and recreation and leisure time activities. Also the demand on higher equipment accessibility at the city of higher grade is important especially for the smaller towns.

Existing housing fond represents very vide scale of forms, age and city structure integration. From this point the housing in the city core exists in mixed areas as well as in clear housing areas in connection to equipment. There are mainly monofunctional housing areas in city margin locations, both in block of flats and family houses. In forms it represents compact block development and also development of inter and after war period. Housing develop both in the frame of already developed and no developed areas. It means mainly modernization, regeneration and revitalization at the developed areas. Especially brownfields, non-used areas and other free places inside developed area and on its margins represent nondeveloped areas. Functional housing system needs other equipment besides housing object themselves to fulfill this important function. It is mainly civic equipment, supply and service and connection to well working system of public transport. Integral part of housing should be basic shops, small commercial and noncommercial equipment and basic services. Besides this there are demands on green areas, parking places, basic preschool and school organizations, places for sports and recreation. Essential is connection to engineer supply and communications.

Basic urbanictic materials or future housing development are future city development conceptions. These should precise the problem of housing development in complex connection to sustainable development of whole city structure. In economical means it represents hard task because the housing itself does not create higher income. It needs support and subventions. Housing development strategy than depends not only on strategy and urban conceptions but also on economic strategy and on local politics. This question is connected to regional planning principles in wider regional scale.

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Residential Choice and Neighbourhood Experience in Urban Concentration Areas

This paper deals with the question of how inhabitants of urban concentration areas (i.e. concentration of low income households) experience their neighbourhood and how this relates to the degree of choice they have on the housing market. It presents some of the recently obtained empirical results of statistical analysis and a series of in-depth interviews with residents of urban concentration areas on this topic. In much of the literature on spatial concentration of low income households there is an inherent claim that the amount of residential choice correlates positively with the way the neighbourhood is experienced. Authors on the constraints of low income households stress the negative consequences of concentration (e.g. "culture of poverty"), whereas in the "choice"-literature the advantages are stressed (e.g. support from social networks). Based on this, we hypothesize that a positive experience of the housing situation correlates with a relatively high degree of choice on the housing market (inc. social housing), whereas a negative experience correlates with a relatively low degree of choice.

The argument in the paper develops along four steps. First, we try to delineate urban concentration areas, using existing data on both neighbourhood and district level (i.e. four digit Dutch area code). Second, we present a rough profile of concentration districts, by comparing urban concentration districts with non-concentration urban districts. On the level of the neighbourhood we also try to develop such a profile, be it that the neighbourhood level allows for more differentiation between different types of concentration areas. Third, we analyse existing data on residential choice and neighbourhood experience, using the Dutch Housing Demand Survey (HDS) of 2002. This analysis complements a series of 40 in-depth interviews with residents of concentration neighbourhoods held in 2003, in which we explored the topics of neighbourhood experience and residential choice. The analysis of the qualitative data resulted in the contours of a typology of residents, which was partly validated and fine-tuned by the subsequent quantitative data-analysis of the HDS 2002. The results show that, a.o. due to the relatively generous system of social housing in the Netherlands and the subsequent absence of a strict correlation between income and degree of choice, there are important exceptions to the hypothesized rule that housing choice and neighbourhood experience are positively correlated. Based on these results we suggest that restrictions in residential choice do not necessarily lead to a negative experience of the neighbourhood and, in a broader sense, that concentration neighbourhoods need not necessarily be deprived, problematic urban areas.

Livable Communities Indicator Development and its Application in a Neighbourhood of the Lisbon City

In the last decade studies have been developed concerning the implication of planning and transports on the quality of life of residential boroughs. Some of these studies are included under the name of "transit-friendly communities", "transit-oriented development", "traffic calming" and "livable communities", these analyze urban issues with the goal of maximizing the quality of live of residential boroughs and minimize the externalities created by unwanted urban planning and transportation developments.

This article explores the concept of "livable communities", it develops indicators of some relevant factors of urban planning and transports in a borough and analyzes them individually and in an aggregated fashion for a study area defined in the city of Lisbon (borough of Graça). The main elements selected to study where based on the State of the Art research and on the study of the area main characteristics: the accessibility to local equipments, the pedestrian comfort, the traffic congestion, the parking capacity and quality, the building degradation and the land use mixture.

The procedures involved included GIS analysis on a cell-by-cell basis (during the local conditions evaluation and for scenario development),and it also included GIS-CAD interaction (each time a proposal had to be set on a local basis for further project development). The proposed methodology described at this article can be used at different scales of analysis and included the possibility of adding new indicators that are considerate relevant for each specific case. Some of the conclusions point to the importance of developing these kind of integrated analysis, not only for implementation and project development, but also as a powerful decision making tool that will grant an understanding and easy acceptance of local citizens.

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Gentrification and the Influence of Local Government in the Physical and Social Upgrading of Houston

Urban redevelopment has been a central goal and concern of urban policy makers for over fifty years as metropolitan areas in the U.S. struggle to rebuild their downtown areas. Cities such as Houston, Texas, have focused extensive economic development strategies, resources, and energy toward the physical upgrading of their downtown and other surrounding neighborhoods that were previously considered dilapidated and deteriorated. The city of Houston, in an effort to physically upgrade deteriorated areas with specific revitalization initiatives, has produced significant detrimental impacts upon large segments of the population, and particularly disadvantaged citizens that are often displaced in this redevelopment process. This paper will explore the physical redevelopment initiatives and upgrading of various neighborhoods of Houston, Texas and resulting implications for disadvantaged citizens.

The effects of redevelopment upon disadvantaged and marginalized citizens are often times detrimental and often over-looked by the policy analysis of redevelopment initiatives. In the case of Houston the city has been actively involved in the redevelopment of certain areas with little regard for the status of the original citizens and possible effects of the redevelopment policies. These specific redevelopment initiatives for the physical upgrading of areas of the city will be analyzed.

One area of the city in particular that will be explored in more detail is called Freedman's Town. This area was originally settled by slaves that were freed following the U.S. Civil War and eventually became a successful black community with its own stores, schools, organizations, and entertainment. This community was a large part of the original Fourth Ward of the city's original ward system. This area has been in constant contention ever since its inception. During World War II, 37 acres of the predominantly black Fourth Ward were acquired by eminent domain for use as a public housing project for white defense industry workers. After becoming predominantly black following the end of legal racial segregation in 1964 the area again came in conflict in the late 1970s as its strategic location near downtown made the land attractive for potential development. After large struggles and conflict, many of the units were destroyed in 1997 to make way for new development largely excluding former residents.

Other large areas of this Fourth Ward are facing significant pressures of gentrification. The residents of this area lack the resources and power to fight for their rights as residents of the city. The struggles of these citizens and their attempts at preservation of their neighborhood and community will also be analyzed.

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**Closed Condominiums or
the New Urban Fragments**

The proliferation of gated communities and closed condominiums are closely related research topics that have been approached by different perspectives during the last decade. They constitute relatively recent phenomena emerging in different social, economic and territorial contexts, with a significant presence, nowadays, in a wide variety of Northern and Southern countries. So far, most research perspectives have focused on the new forms of urban governance they are likely to call upon, particularly in the case of gated communities, as well as on related sociological and economic issues, such as social exclusion, segregation, urban violence and insecurity, or the private provision of urban infrastructures.

In Portugal, one can hardly find gated communities as elsewhere, namely in the United States, in the form of large scale and almost self sufficient urban developments, detached from existing towns and cities, and designed to accommodate a particular social community. However, the so called closed condominiums are becoming increas-

ingly popular. They constitute smaller urban residential developments where it is often difficult to identify an obvious sense of community, but where some other characteristics observed in gated communities are clearly present.

This paper looks at this kind of urban development project, aiming, in particular, to contribute to a better understanding of the nature and extent of its overall impact on the urban fabric. The empirical study was carried out in the Greater Oporto, at both local and metropolitan scales. A large sample of closed condominiums was analysed in detail, bearing in mind, for each and every case, their functional and territorial integration with the surrounding areas. In this respect, the influence of particular features of each condominium such as, size, mix of uses, location and design options was analysed. Our understanding of the past evolution and current structure, form and dynamics of the metropolitan area of Oporto was an essential prerequisite for the second part of this research project. The empirical evidence we were able to gather points out the important contribution of closed condominiums to an increasing territorial fragmentation of Greater Oporto. We acknowledge, however, that the rapid proliferation of closed condominiums is not the only factor behind this fragmentation phenomenon. Nevertheless, our study shows that the territorial impact of closed condominiums is not circumscribed to the dispersed suburban outskirts, but is also evident in the more compact areas of the inner city of Oporto affecting, in this way, the overall cohesion and sustainability of the metropolitan area.

In short, closed condominiums emerge from our research as fragments able to adapt to different urban and suburban contexts with a strong capacity for developing mitigated forms of self-sufficiency and territorial segregation. They seem to constitute another serious threat to the overall cohesion of our cities and suburbs, already facing evident signs of increasing fragmentation.

Immigrants Housing Careers and Development Trajectories of "Quartieri Spagnoli" Area in Naples: Results from a Field Research

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Foreign immigration has assumed in recent years a great relevance in Italy, becoming a research object in many spheres and interesting also the town planning field as a new urban complexity factor. From immigrants urban settlements analyses emerge interpretative frames of great ambiguity, that look at immigration either as a problem or a resource: on one hand, the precarious housing insertion also in degraded ambits of old town, a labour market placing without guarantees, a temporary migratory path; on the other, the strength of social networks, rooted families, positive economic "ethnic" initiatives and the reutilization activity of abandoned places. Immigration from abroad in Naples presents different impacts on the city compared to those in many cities of north, with similar characteristics to mediterranean cities, in which immigrants, more than ethicize whole neighbourhoods, insert themselves in places leaved vacant from local population. The example of Quartieri Spagnoli area in Naples city centre offer the possibility to observe such phenomena. On one hand, immigrants are substituting neapolitan proletariat in using the most accessible dwelling submarkets - degraded apartments and, for the most part, the bassi, particular apartments on the ground floor in alleys - with some exploitation and overcrowding case. On the other hand, families birth and stable insertion are an engine of re-use processes of unutilized urban ambits, that, even weak and small, configure themselves as a resource not only for stranger communities, but for all the context, since they are able to produce positive effects in terms of functional and social variety. Such situation leads to ask, by the light of many urban transformations of the latest years, about the role of strangers communities in the development trajectories of the area. Immigration growth and stabilization, and institution of economic activities directed to strangers communities, interact with other processes and requalification policies in the zone, that let to think to a slow gentrification.

The neighbourhood popular character (but with a great social variety), the existence of a variegated dwelling market that lodge different kinds of population, and the kind of immigration that interests this area, seems to deny an ethnic neighbourhood image and confirm a great urban variety. So, is it about a process that can only be interpreted with gentrification model, according to which immigrants insertion is a transitory phenomenon, index of the last phase of a precarious dwelling patrimony exploitation and of a widespread degrade that will precede a requalification process? Or are there some elements to interpret differently immigration in this area, studying it in profundity and catching different characters? Immigration theme is, then, here analyzed as an interacting element in urban complexity, that cross the question of old city centre development. There is, at the basis, the recognition of necessity to contextualize immigration in the development process of Quartieri Spagnoli, to understand in which phase of this process it has inserted and what can represent for the neighbourhood future.

Immigration process in this area develop by virtue of causes, possibilities, conditions either "external" or "internal" as regards to immigrants groups. There are, first of all, elements at the context that strongly influence the kind of settlement and determine its future growth: housing market conditions, policies frame, structural elements at the context determined from city development. There are, on the other hand, factors that feed immigration independent from external reality, that descend from stranger communities organization, choices, capacities/opportunities and social networks. For this reason, it has been choose to use a field research among immigrants to analyze the phenomenon characteristics. Such research, that has take place in the Phd course, allowed, by a survey of dwelling and a direct inquiry, to base on real data the explanation of some aspects of migratory phenomenon, and to avoid a generalizing and summary description. From field research results and on the basis of other context processes, some considerations will be done on immigration specificities in the studied area, on the factors that confirm or deny some immigration areas interpretative models and on possible development scenarios for the area, that can be hypothesized by the crossing of the different elements emerged.

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**Parallel and Discriminated, Integarted and Parallel – New Chances
for Migrants to Integrate in Durban Space and Housing**

Parallel and discriminated, integrated and parallel – chances and disadvantages for migrants to integrate in urban space and housing. The case of Germany and differences between "East European" and "Middle East European" immigrants.

Europe is going to extend borders and space. Going East is the actual motto. Research programmes, project funding, discussions "go East". Planning too: partnerships between East-West planning schools, joint development projects, exchanging experience is the good part of the ongoing extension. Also the historic Middle East is part of the extension: Turkey – half Middle East, half Europe – is partner in so many fields. Recently the Turkish universities are included in the Erasmus/Sokrates program, architects and planners have free access to the labour market. "Going East" means, that migration and all kinds of mobility will automatically increase. But is there continuity of perspectives, ideologies, values and directions? To which "new borders" we will go?

This paper will deal with migration policy and first of all German experience with two main migrant groups in urban space: the immigrants from Russia & East Europe and the immigrants from Turkey – both regions of the future wider Europe. The intervention will deal with migration and public space, migration and housing and public awareness of migrants in public and private space and related policies.

This discussion seems to be necessary. After the murder of Van Gogh in the Netherlands politicians in Germany and the Netherlands complain about the existing of parallel societies and the resistance of migrant groups to integrate into the majority. Old fashioned

policies to reduce and limit urban mobility for migrants and other "poor" groups become popular again. It is just some years only, that the municipalities and local politicians finally accepted migration reality in their urban development policies and national and regional programmes in a positive direction. If "integration and limitation" are put together again, this would be a serious change of discourse about migration and urban space.

The direction goes most of all towards the Turkish and Arab minorities. Are they living as a parallel society with all aspects? Do they not integrate? And why then? Is the existing environment of urban space supporting "integration"? What means "integration"? And what about other migrant groups of importance, e.g. the Russian and East European immigrants? Aren't they discriminated the same? I doubt the "good intention" of the new debate. It seems more that politicians try to cover the neglects and planning mistakes of the last 40 years of permanent residency of immigrants. The lecture will deal with these questions and especially – with the need of public space, the use of public space and the discrimination in public space – whit the needs of housing and actual development in housing policies

– with self-help activities and participation.

The specification will be towards the immigration groups from Turkey and East Europe/Russia. Actual conflicts about the construction of mosques and migrant housing projects will be elaborated as an example for urban conflicts related to special needs and human rights in the urban context.

Main thesis: existence and quality of space for different private, pubic and semi-public purposes decide about conditions of integration and equity; housing and housing environment are substantial.

Re-conceptualizing Community-based Development: Emerging Strategies in Disadvantaged Neighborhoods

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Much of the literature on recent inner-city revitalization policy reveals a clear tendency towards initiatives at the local and neighborhood levels. In the U.S. context, a tradition of community-based development emanating from the social movement eras of the 1960s and 1970s, has continued to emerge to address the needs of residents within disadvantaged neighborhoods. Much of this effort is led by community-based nonprofit organizations engaged in two types of initiatives: 1) community development, and 2) social service provision. Although such initiatives are frequently aimed at the same target populations, a traditional divide has separated organizational efforts in ways that raise questions about both effectiveness and efficiency. This paper examines the most recent efforts of a set of organizations that are attempting to provide more integrated strategies to encompass the full range of community development and social service support to disadvantaged residents.

To identify emerging practices, the authors conducted focus group sessions during a special national conference of family-oriented social service providers. The theme of the conference, "The Bridge to the Future: Community Building, Economic Development and Family Support," marked a rare effort to build linkages between social support and community development practices. The purpose of the focus group discussions was to identify current programmatic strategies, and major issues confronting practitioners. Over 30 family support and community development practitioners (administrators and staff) from across the country participated in the focus groups. In addition to focus group discussions, plenary panels and individual conference sessions provided valuable insights into the state of family support practice and its relation to community development, as well as discourse on implementation models.

Subsequently, the research team conducted field interviews with six organizations in Chicago, and five organizations in the San Francisco/San Jose area. Content analysis of

field interview and focus group transcripts was used to identify major practice concepts, current and emerging strategies, and challenges confronting community development and family support organizations. Further analysis led to the identification of organizational and programmatic elements that appear to represent integrative community development and family social support.

The findings reveal that integrated practice requires more than simply the addition of non-traditional activities. CBOs have had to reformulate their conceptualization of community development and social support, adapt internal organizational structures, create substantive opportunities for leadership development, engage in strategic planning and programming, and re-think funding strategies. The effectiveness of these organizations has been challenged by obstacles that range from contradictions between theory and practices, lack of clarity in professional terminology, socio-economic and political conditions within neighborhoods, and funding constraints. Lessons for other CBOs and for revitalization efforts in general are presented.

Track 5: Planning Law, Institutions and Administration

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List of Abstracts for Track 5

Statement of Track Chairs

Six years ago, we launched the Planning and Law track at the AESOP annual congresses. This track has already become a tradition in AESOP conferences and an important international venue for scholars and teachers who are interested in planning and law. The common thread in this track is the relationship between planning decision and legal and administrative issues. Topics to be addressed include property rights, land use controls, statutory planning systems, public participation and conflict resolution in statutory procedures, and the roles of planning institutions.

Papers may look at the general theory of planning and law or investigate particular issues pertaining to property rights, land use controls, or planning administration – whether in particular countries or cross-nationally. All contributors are encouraged to remember that conference participants come from many countries with different legal and planning systems. Therefore, legal structures and procedures should be made accessible to all.

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Planning Rights in Israel: Inventory and Status

This presentation reports on a completed project: identifying the planning rights (PRs) that prevail in the Israeli planning system, and determining their status (Bimkom, 2005). A progress report on this project was delivered at AESOP in Leuwen.

The concept of PRs is first defined (Alexander, 2002) and their status is explained. PRs can be positive, i.e. their validity in the relevant context has been tested, or they are potential, i.e. their basis has not been confirmed as authoritative in the relevant context. The status of PRs is always related to a specific social or institutional context; thus status mediates between abstract-general discussion and concrete empirical study and research, which can only be contingent and context-related.

The presentation details the methodology used to identify possible PRs and to determine their status in the context of Israel in general and its planning system in particular. A list of hypothetical PRs was deduced from a set of universal accepted normative-political principles. A subset of this list was selected for study and testing. Systematic institutional analysis (which included a comparative component) and legal research enabled determination of the status of each PR in Israel's planning system. This application may be of interest in terms of its transferability to research on PRs in other countries.

The inventory and status of identified PRs is presented and discussed in brief. These include: The right to due process; The right to be informed; The right to information; The right to participate in the planning process: objections and appeals, alternative planning; The right to procedural and substantive non-discrimination; The right to a plan/planning decision that is not patently unreasonable; The right to human dignity; Social PRs in defined specific areas.

The planning implications of some of these are discussed in more detail. Participation: positive PRs are limited to planning objections and appeals, and the right to alternative planning for parties with appropriate standing; these limits have serious negative impacts on practice. A positive PR of substantive non-discrimination and distributional justice has recently been affirmed: what are its expected impacts on planning and land management policy. Human dignity: Israel's Basic Law implies PRs to minimal infrastructure, access, and services which are only potential PRs now, but some legal initiatives may ensure their affirmation and enforcement. Basic social rights (e.g. Housing, Health, Education, Welfare) are only potential PRs at most, but they exist as positive PRs in many more limited areas that are defined by enabling legislation; these include health facilities and services (National Health Law), public housing (Public Housing Law), handi-

capped access (Handicapped Access Law), schools and educational facilities (Education Ministry standards/regulations), and Institutions for the elderly (Labor & Welfare Ministry standards/regulations).

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Contested Planning Law and Land:
Caught between the "Dark Side" and the "Bright Side" of Planning

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The Mid-East conflict has affected not only the "big" questions of land and national territory, but also the domestic and routine application of planning law. Just as "contested land" refers to conflict over property that goes beyond the usual issues about the proper balance between private property and public interest, disputes over title of land among neighbors, and the like (Davy 2005); so, I propose the term "contested planning law" to denote a situation where the misused of land-use controls goes beyond the rather routine socio-economic differentiation (such as in the frequent cases of "exclusionary zoning" reported around the world; Haar xxxx). Planning law may be tagged "contested" when it becomes the raw nerve of a deep-rooted ethnic or national conflict. Contested planning – called by some planning theorists the "dark side of planning" (Brooke 2003) – exists in many countries, often as the aftermath of prior armed conflict or conquest. This paper focuses on the difficult, often ambivalent, role of planning law in such contexts. The ambivalence stems from the double function played by planning law and instruments in such contexts: As an instrument of political control on the one hand, and at the same time as a regular government service for the population's needs and interests. One famous conflict of this type is between Israel's Jewish majority and Arab minority – about 20% of Israel's citizens. The most visible expression of this tension surrounds land-use plans that regulate the development rights of the residents of Arab towns and villages. As in many other countries where land is contested, in Israel too, various instruments of planning law and development controls had for many years been used for the restraint of such villages. Their residents were seen as potential enemies to be contained through land-use controls. At the same time, these same tools were used for the expansion of Jewish-majority towns and villages in accordance with state-led goals. Such use has led to the delegitimation of planning law and planning bodies as a whole.
The mistrust of planning is exacerbated by a difference in the behavior of property between a tradition-led and a market-led property market. Within Arab towns and villages in Israel traditional private property rights prevail, whereby landowners tend to transfer land only within the family, through inheritance and marriage. By contrast, Western planners tend to take for granted that property is exchanged through market forces. Where this is not the case – land-use planning simply does not work! But this type of friction too is "credited" to the Jewish-Arab conflict, though it is only partly related to it.
The result is ironic: Although over the past decade or two planning authorities have been gradually altering their attitude and increasingly using planning for the benefit of the quality of life of the Arab towns (as recent research by Alterman and Stav has shown), they are encountering a deep-rooted mistrust of planning law and development control. Good will and good planning are suspected, leading to a "catch 22" for both the planning authorities and the local population.
The paper will take a closer view of specific planning-law structures and instruments, will demonstrate the reasons for the deep gap in perceptions and the mistrust, and suggest

a strategy for breaking the deadlock. This strategy would require some daring changes in planning law that would constitute major compromises with current Western notions of what is "good planning" in favor of a "hands off" approach to intervention with the local traditional property behavior. This will entail compromises with adequate allocation of roads, green areas, enforcement of illegal construction and the like. With time, the legitimacy of planning-law instruments will be regained as the local leadership – rather than government planners – takes the lead.

Hopefully, these proposed changes in the law and in planning practice will contribute to healing the distrust of the Arab-Israeli society toward Israel's planning institutions. The conclusions draw from the Israeli case lessons for researchers and practitioners in other countries who should be concerned with the role of planning law and planning instruments in contested contexts. Rather than demonstrating once again that planning may have a dark side – that has been amply demonstrated by political scientists and planning theorists with application of cases across the world – the purpose of the proposed paper is to focus on the implications of a history of contest on the future role of planning law once the authorities – and the populations – wish to mitigate the conflict and resume the "normal", beneficial application of planning law. The paper will also address the implications for planning theory.

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Sustainable Spatial Development versus Environmental Sustainability

Since the middle of the "80"s we are all witnessing the emergence of the "environmental" paradigm in politics, policy and the civil society: notwithstanding its innovative initial impact at all levels, it is interesting to examine some paradoxes in its administrative evolution vis-à-vis the domain of planning.

The working hypothesis presented below stems from administrative experience at national level in Greece and is hoped to have relevance for other national planning systems in the European south and/or in the countries of the – recent and future – enlargement.

1. The green decade (80's) gave birth to the environmental policy, soon to become obligatory at the level of the EU and to be enforced through a variety of policy tools, notably the Environment Impact Assessment (EIA)

2. At the same time, the impact of the green paradigm was felt in planning as well, so that from the traditional land-use / town and country planning systems we gradually moved to "spatial planning for sustainable development".

Transnational cooperation at European level underlined or rather reinforced this trend, culminating in the formulation of ESDP (1999), the latter having as one of its main pillars the protection and enhancement of natural – and cultural – environment.

This "sustainability turn" however, found different countries in different degree of "maturation" and efficiency of their planning systems, some occupying the extremes of the spectrum (exemplified e.g. by UK on the one end and Greece on the other)

3. So, at the end of the 90's, the state of the art in the two domains of spatial planning and environment policy is:

a) many countries modernize their planning legislation to meet the new trends, among which Greece acquires two new planning laws for sustainable development (one at national and regional levels and one at municipality / city levels)

b) European environmental legislation and specifically the EIA are already in application for several years (in Greece since 1990)

4. Given that the EIA process had been widely criticized as very often piecemeal, unable to provide real comprehensive insight into the environmental impact of projects and given also that modernized spatial planning has at its very core objectives to bring economic activities under the sustainability paradigm, what would be an expected response to the natural need for improvement of the above policies catering for sustainability?

To my opinion, this would need:

a) to linkenvironment policy with modern strategic spatial planning. In this way, environment policy tools could find their comprehensive context of operation and

b) better integrate spatial planning into mainstream economic (national / regional / local) policies and programmes, notably the ones connected to EU Cohesion policy and related funds.

5. Instead, one more environmental policy tool was launched, the Strategic Environment Assessment (SEA).

The emergence of SEA at EU level in 2001 seems to ignore (or not trust?) parallel developments in spatial planning at EU and member -state level.

The thesis of this presentation is that the above could have negative effects on both domains:

a) for environmental policy, since administrative structures and staff would be called upon to deal with totally different scale of object (strategic plans and economic development programmes) from what they have been traditionally dealing (single projects and ecological sites)

b) for spatial planning, since there would be a duplication and therefore marginalization of several – recent and most promising – spatial planning tools.

If these developments are not avoided, the application of SEA could exhibit symptoms of degeneration similar to those of EIA and the Environmnet policy as a whole would have antagonized a natural advocate: spatial planning and planners... .

The presentation will be illustrated by specific examples of application of Directives 97/11/97 and 2001/42/01 for Local Development Plans, Master Plans and Regional Spatial Plans of the Laws 2508/97 and 2742/99 about Sustainable urban Development and Sustainable Spatial Development respectively.

Planning by Contract: The Institutionalised
Practice of Non-zoning and Restrictive Covenants in Houston

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Zoning versus non-zoning remains an ongoing debate in planning theory and practice. Opponents of zoning (like Fischel, Ellickson and Siegan) refer to its discriminating and exclusionary effects, its inefficiency in allocating resources and argue that zoning adds unnecessary transaction costs. Advocates of zoning (like Karkkainen) argue exactly the opposite and emphasise that the earlier mentioned features of zoning should be attributed to the market. In this paper particular attention will be given to the transaction costs' issue.

In the debates on different modes of planning, especially in the market-government discussion, Houston is often used as the example of a city with a non-zoning tradition where the "free market" succeeds in allocating land uses efficiently. Whether Houston is an example of a free market has been questioned and remains to be seen. Many refer to Siegan's seminal article called "Non-zoning in Houston". Although many gladly refer to Houston, not much (empirical) research has been done on the practice of its land use regulation after Siegan's article in 1970. What is particularly interesting is what the effects of the practice of using restrictive covenants are in terms of transaction costs. This paper is based on empirical research that sets out several important issues. Some questions that are addressed are the following: How is development carried out in Houston? Which land use regulations are used? And what are the implications of the institutional setting with regard to transaction costs?

The central statement of the paper will be that the way both markets and zoning are often approached is too essentialist and too structuralist. Many of the insights of the advocates and the opponents stem from law and economics, which allows them to analyse institutional arrangements and their effects in detail. But what is sometimes, problematic, with the danger of exaggerating this, is the ontological position many take.

Zoning and markets, as institutional arrangements in general, are socially constructed as well as their products and are not just "out there". Structure cannot produce transaction costs, or any other outcome, on its own. It is the combination of structure and agency that determines the height and the distribution of transaction costs among the actors involved. Zoning and markets produce both the advantages and the disadvantages people attribute to them, depending on the way the arrangements are set up and the way people subsequently act within these arrangements. The cases in Houston are used to illustrate this.

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How Alternative Planning Theories Relate to the Legal Right to a Fair Hearing

The right to be heard – Audi alteram Partem – is enshrined in administrative law most democratic legal systems, also known as part of "natural justice". It allows citizens some protection against damaging government actions. The other side of the coin of the right to be heard is the obligation of government authorities to offer the opportunity for a fair hearing. Clearly, this right and obligation require reasonable information to be disseminated by the government authority about its intended actions.

The right to be heard has been absorbed into most planning-law systems. The minimum format is usually some obligation to provide or disseminate information about new plans or amendments being considered at one or another stage of their preparation, variances being requested, and in some systems, also building permits under review. The authorities are usually required to give affected persons (or land owners, or some other category) the right to be heard.

There are, however, many differences among planning systems in the stage, format and extent of information to be delivered, and also the categories of persons or other entities that have the right to a hearing. Beyond this minimum, several planning theories have for decades been arguing for broader citizen-participation rights (Brooks 2002). In many countries, legislators, planners and decision makers have taken up the challenge, whether in formal introduction into the law, or informally as part of common administrative-planning practice.

The obvious meeting ground between the right to be heard and planning theories focusing on public participation in planning calls – indeed, begs – for analysis, yet the interstitial area between administrative law and planning theory has hardly been explored. This paper seeks to take up this challenge.

In the absence of a single unifying paradigm of planning – a single "planning theory" – we shall analyze the relationship between the right to be heard and four distinct planning theories – two "procedural", and two "progressive-normative". The procedural theories be analyzed are the classical rational-comprehensive approach (Manheim, 1949, Weber 1956, Davidoff and Reiner, 1962.) and the "disjoined incremental" approach (Braybrooke and Lindblom, 196x). The former is a normative approach about how decision making should take place, in the view of its proponents, and the latter is more positivistic, about how decisions are taken in practice. The two progressive-normative theories to be analyzed are the advocacy planning approach (Davidoff 1965) and the communicative approach (Healey 1997, Innes 1995 Forester 1999). The former enshrines the right to be heard as a central part of the approach proposed by Paul Davidoff, a planner-lawyer, and it makes direct analogies to the legal system. The latter focuses on the quality of communication among government authorities, planners, and the public. It therefore has direct bearing on how and what information is disseminated by the authorities as part of the right for a fair hearing, and on how the exchange of information transpires during the hearing itself. For each of the theories analyzed we shall pose the following questions:
– What is the type and extent of information that the authorities should be obliged to

supply to those who hold the right to be heard?

– Who, or which party, should have standing to be heard - only the immediately affected or third parties too? How is "affected" to be defined?

– What types of arguments should be allowed in a hearing: Only objective, factual arguments or also subjective narratives?

Planning laws exist in each and every country represented in this conference and are a basic foundation for the operation of planning. Through the framework proposed we hope to help build a bridge between planning theories and legal theories. A closer dialogue between these two closely related yet mutually oblivious theoretical systems should contribute both to planners and to legal scholars.

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The Money Value or Urban Land Use Controls: Examples from Rio de Janeiro, Brazil

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This paper intends to discuss how the non-compliance to the urban legislation in the city of Rio de Janeiro contributed to form an urban space that is seen by planners and part of the population as chaotic and non-ordered. Urban order has been in the agenda of urban planners, and a series of urban programs and projects in Rio de Janeiro seek to reorganize and give order to urban spaces. The dimension of order and land use control is deeply embedded into these projects. At the same time urban irregular spaces are growing in the city. The discussion of order has as a counterpoint the discussion of disorder, the non-compliance to the legal norms and to the absence of urban models. This opposition between order and disorder develop in the realm of social, economic and political relationships and in some moments acquire the appearance of corruption and revolutionary acts.

To analyze this pseudo disordered space I discuss three dimensions of that phenomenon: the cultural process of law disobedience, the corruption of social and economic structures and how legal norms acquire an exchange value. My hypothesis is that in a capitalist society the concept of order related to the logic of industrial production, while the concept of disorder is related to the domain of power. In the contemporary city, rules and norms are created to produce a pseudo order and to exert control and power; they assume an exchange value, where those who have the power to control the legislation exchange favors with those who have the money to pay for the non-compliance with the legal norms. Norms acquire a mediation role between economy and politics, i.e., they assume monetary and legal forms, and since the urban space is also a space of acquisition of power and wealth, norms become crucial in this political economic arena.

To understand how order and disorder conforms the space of contemporary cities, I will study the role of urban legislation in the construction of the formal and informal space and how the acquisition of an exchange value by the norms becomes part of the legal system. Henri Lefebvre says that in a capitalist society "everything has to be integrated

in an order (apparent and fictitious) strengthened by coersions. Everything, except for a piece of disorder and freedom, sometime tolerated, sometimes persecuted in a terrible repressive way." (Lefebvre, A Revolução Urbana, 2002, p. 44).

My analysis is based on three authors: Michel Foucault´s discussion on order as an expression of power and his notion of power network, on Henri Lefebvre´s notion that everything in a capitalist society has a monetary value and also his discussion between form and content; and Boaventura de Souza Santos´s discussion of order and disorder.

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Contested Land

Typically, the legal system arranges property rights in such a way that disputes on land can be resolved by courts within the national legal framework. If the title of land is challenged, the law contains all elements of a possible dispute resolution. A person, for example, who has bought land that has been sold already to another buyer, will seek and find a remedy (maybe in property law, maybe in contract law).

The issue of contested land, however, does not address these easy cases. Contested land refers to disputes of ownership that have no easy solutions. In Mabo and others v. Queensland, the Australian High Court accepted an aboriginal people's native title to the land and refuted the concept of terra nullius as foundation of property claims (Commonwealth Law Reports 175 [1993] 1-127). In Jahn and others v. Germany, national courts failed to understand the true nature of land reform and ownership in former Eastern Germany (ECHR January 22, 2004, applications no. 46720/99, 72203/01 and 72552/01). In Broniowski v. Poland, the applicant won against an administration reluctant to pay compensation for the loss of land suffered after 1945 by Polish refugees from beyond the River Bug (ECHR June 22, 2004, application no. 31443/96).

Contested land cases often have a historical, they always do have a political dimension. Usually they are vestiges of an unresolved (international) territorial sovereignty issue that radiates into (national) property law. Legal questions, however, are only one aspect of contested land. Much more than about property, these cases are about remembrance, guilt, legitimacy. Occasionally, contested land cases put the concept of ownership into question. The Jahn case, for example, involved opposing interpretations of property under the rule of communism and under the rule of law. Is Germany truly united with respect to the legacy of communist land reform?

The historical and political dimensions of contested land cases prevent any clear-cut legal dispute resolution. Even if a case is resolved in court, the contest still persists. Why do these cases have no easy solutions? Listening to the parties of contested land cases, we frequently discover that each party has a point. Not often can such a case be decided on the merits of one party, who has the better title. Contrarily, each party has a story to tell (often going back ages in history) which is quite convincing in the respective narrative framework. Yet, what some think is convincing, others reckon to be detestable.

How can planners help mitigate cases of contested land?

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Betterment Levies in Poland

The object of the paper is analysis of the incidence of the adjacency levies and planning gain levies in Poland from both theoretical and practical perspective. These institutions are legal forms of taxation land betterment resulting form public works and permitting to land development.

First part of paper presents a regulation concerning adjacency levies as the form of financing new local public infrastructure by municipalities in Poland. They are imposed upon land owners as charges from increase in the market value of the land caused by:

– building the following local public infrastructure: roads, sewers, water supply systems, electricity, gas, telecommunication and when local municipalities,
– subdivision of land,
– reallocation of plots.

In the paper I describe regulations imposed in Poland in 1998 relating to participation of the owners in the costs of providing local public infrastructure. I discuss main legal challenges to adjacency levies. I introduce an analysis of applying the adjacency levies in Poland in years 2002–2004. On the basis of this analysis the percentage of municipalities in these particular provinces, which have introduced the adjacency levies, was determined. What is interesting, the results show that there is a division on Western and Eastern Poland in imposing adjacency levies. In Western Poland more than 50% of all municipalities adopted statutes enabling collecting of adjacency levies in contrary to Eastern Poland where such statutes were adopted by less than 20% municipalities.

In addition, I present the amount of the court cases, which were issued by The Supreme Administrative Court in years 2002–2003. The results show that more than 40% of its decisions was cancelled by the Court.

I describe running of the adjacency levies during 2004 year in Szczecin – the 7 largest city in Poland.

The analysis includes:
– the amount of issued decisions;
– the average amount of the adjacency levy;
– basic social and political problems.

In the second part of the paper I focus on the problem of taxation of a windfall in property value resulting from the converted land to development in local plans. I analyze planning gain levies, institution which was introduced in Poland in 1994. The analysis concerning the subject obliged to pay the levy, methods of determining the levy, possibilities to paying the levy by installments, interest on the levy, mortgage security of the levy.

In the last part of the paper I present proposal changes. I focus on idea of reforming adjacency levies and planning gain levies. I focus on the idea of eliminating those of legal rules, which defined the amount of those levies as a percentage of increase in market value of the land.

I propose to introduce new criteria for allocating charges as:
– the foot frontage
– plot area
– fixed rate

Betterment levies should be expanded to include social and educational infrastructure and should be connected with financing affordable housing by commercial developers. And finally I mention the idea of introducing land betterment tax as more appropriate instrument of land development and housing supply.

Planning and Zoning – a Comparison of Urban Development Projects in the Cities of Madison and Oslo

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Planning systems differ in various countries, and it is obviously several reasons for that. The main target of this paper is to explore how zoning, and planning regulation affects the planning practice in two cities in quite different countries, by a comparison of more or less quite similar city development projects. Knowledge about other countries, including their planning systems or systems of development control is probably necessary and crucial now, because of the development of the city planning as such, and the planning systems more specifically. Import of various planning tools and control mechanisms, from member countries of the EU, and the US are likely to happen in Norway as the planning legislation are under revision. Integration in Europe by new member states, and the other EFTA countries, implies a stimulus for exploring insights and mechanisms in

different planning systems, both as it can facilitate improved governmental and technical infrastructure, and to catalyse future development initiatives inside the Common European Market.

As an example, diversity in arrangements for spatial planning in Europe includes discussions of the main contextual factors that shape planning systems, and trends including the impact the EU is having on these systems, Norway included. While this discussion identifies considerable diversity, it is important to note that there is consistency in the recognition of the importance of providing a policy and procedural framework for managing land use change, and relating this to wider social and economic objectives. Indeed, the emergence of land use planning systems across Europe and the US has some common roots. Most states produced their first planning or zoning legislation in the early part of the 20th Century in response to increasing development pressure and the consequent problems that arise from dense and disorganised development. While there is some consistency in the recognition of the need for spatial planning, or zoning, a complex mixture of factors has ensured that different arrangements are created. These factors include historical and cultural conditions, geographical and land use patterns, the constitutional, administrative and legal framework, and political and ideological aspirations. The particular forms of planning and zoning that result from such complex forces are deep seated in each country.

But despite its proposed differences, in both culture, population, constitutional framework etc, zoning in Wisconsin, and regulatory planning in Norway have much in common, and some distinct regulatory similarities arise when investigating the regulatory authorities handling of city development projects. Some conclusions can be drawn. First, it appears to be quite the same reasons for controlling development in these two cities, to secure production of good environments for the citizens. But quite opposite reasons that justifies zoning and planning regulations. In Madison, it is more articulated that private property have to be protected, and it appears not just to be a tool to increase the property tax base to finance investments, and management of local affairs, but also to create certainty for property owners, developers and other third parties for future development. The city authorities restrictions on what to regulate, the questions of takings, appears to be stronger in Madison than in Norway. In Oslo, most planning regulations are subject to a much larger extent of discretion, and almost every project proposal have possibilities for acceptance by the city authorities regardless of pre-existing legally binding regulations. As a consequence of this practice, planners, property developers and third parties experience less certainty, with the creation of increased overall risk, both financial and environmental, which is shared by the key actors in the urban development process. A change in the planning system towards more certainty could probably reduce some of this risk, and secure the production of good environments.

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Implications of the European Water Framework Directive on Statutory Planning Systems – a Case Study from Germany

The European Water Framework Directive (WFD) establishes a binding framework for the management of water resources. In order to achieve the ambitious environmental objectives set up by the Directive one main focus of action will have to be laid on the reduction of the matter imports into waterbodies coming from diffuse sources of pollution and mainly caused by different types and land use and settlement. Thus the legal implementation of the WFD requires an integrated water management within watersheds that reaches across traditional administrative and national boundaries and has already resulted in an adoption of national legislation in the member states.

The instruments provided by the Directive that had to be implemented into national legislation are the River Basin Management Plans and the Measure Programmes. But despite these two instrments at least in Germany the water authorities so far do not dis-

pose of an adequate spatial planning instrument that allows to accomplish the management of watersheds in sufficient conreteness and above all to address the different land users. As also duplication of work should be avoided in the implementation process of the WFD synergies and cooperations with other spatial and environmental planning instruments should be promoted. All these aspects may bring about changes in the current hierarchy and self-conception of statutory spatial planning.

On the basis of the German planning system the contribution will identify certain areas that will be affected by the WFD. These concern above all regional planning and local land use planning which on the one hand can substantially support the implementation of WFD by their integrative and area-wide approach but which in their self-conception of providing a fair appreciation of values between all spatial requirements are now confronted with a binding framework. The German landscape planning is a specifically national instrument that has to establish area-wide and on different scale levels the targets and measures for nature conservation. Under certain conditions it will probably be able to make essential contributions to the measure programmes according to WFD. On the other hand by deliberately taking up and specifying demands of the WFD for the purpose of nature conservation traditional landscape planning can also be substantially strengthend by the Directive. There are also several national and European procedures dealing with environmental impacts such as Strategic Environmental Impact Assessment (SEA) and Environmental Impact Assessment (EIA), the impact regulation according to the European Habitat Directive and the German impact regulation that will be affected by the WFD. For instance future assessments within SEA, EIA and impact regulation will also have to take into consideration that the environmental objectives of WFD, the so-called "gos status" of all water bodies are not affected. As according to Annex VI B WFD the recreation and restoration of wetlands is one possible supplementary measure to achieve its objectives, compensation measues according to the German impact regulation can deliberatley be implemented to support at the same time the objectives of WFD and thus to provide synergetic effects. This may be true above all for complex measues that are implemented within so-called compensation pools in floodplains. As Art. 4 par. 1c) WFD also requires that member states shall achieve compliance with any standards and objectives in Natura 2000-areas it will be important to establish procedures of cooperation between nature conservation and water authorities. Further the rise of importance of stakeholders has to be considered: The WFD places significantly more weight on public involvement indicating perhaps an indirect increase in the role and importance of stakeholders in the entire planning system.

It becomes evident that the WFD will not only influence national spatial and environmental planning systems but is also symptomatic of the Europeanization of spatial and environmental planning. This raises the questions not only how a future European planning system will probably look like but also what will be the consequences for the respective national planning instruments in the member states.

Land Development Permitting in Tallahassee Florida:
A Two-Table Perspective on Planner's Preparation and Persuasion

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Urban planners are often viewed as weak voices of reason in a violent sea of power responsive to speculators, developers and business interests. Planners' influence seems tied to their ability to command information and to foster consensus among interested stakeholders. Indeed, theories of planning in the past twenty years have focused on planners adoption of strategies for avoiding political opposition through collaborative behaviors. Collaboration may, however, be viewed as a negotiated process in which success depends on the ability of the planner to predict, understand, and hold stable the priorities of the agencies and firms with which they work. This is frequently problematic. Planners bargain at two tables. That is, they must negotiate with adversaries/external

organizations while they also negotiate with factions within their own organizations to determine positions. Such two-table circumstances often result in unclear goals for planners, who are also constrained by statutes and other legal impediments to the exercise of public authority. Planners may have difficulty effectively defining whose interests they should be serving. They often have unclear authority, with final adoption of the agreements they negotiate requiring approval of elected or appointed collegial bodies whose views at the time of the ratification decision may be hard to predict. (Stiftel 2001)

The paper is based on research examining land permit review processes of the City of Tallahassee, USA. We aim to improve our understanding of whether planners enter permitting decisions with the knowledge they need to negotiate effectively, and are influential in steering applicants toward desired objectives. Finally, we hope to assess whether the local government backs up its planning staff once permit terms are agreed to by the planners and the developers.. The hope is to suggest professional work patterns that hold promise for enhancing the planners' ability to promote reason in plan making and implementation. Understanding planners' responses to these challenges requires assessment of professional work protocols, understanding of legal and institutional constraints and powers affecting planner behavior, and documentation of the political stakeholder environment within which the planners operate.

The research involves general documentation of land permit review programs and procedures in the community of 150,000, together with detailed analysis of 6-8 case studies of land permit review, including small development site plans, subdivision plat filings, planned unit development applications, zoning variance application, and sign ordinance variance applications. In each case, after review of formal applications and file documents, researchers observed public meetings of planning staff and applicants, internal agency staff meetings, and interviewed staff, applicants and intervenors.

Reference:

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The Legal Tools for Conservation and Management of Built Heritage in Greece: Reflections of the Antagonism of Institutions

In the course of the last two decades, there is an increasing interest in Greece for the management of built heritage. The regeneration of historic urban cores and traditional settlements as well as the refurbishment and reuse of monuments, nowadays constitute tactics that are incorporated in the development strategy at all levels of governance. At the same time, continuous destruction of valuable parts of Greek built heritage has not seized. Inevitably, this poses serious questions about the adequacy of legal framework and implementation policies, which are supposed to confront with an unprincipled and unplanned development.

The legal tools available for conservation and management of built heritage are numerous. Most of them are included in presidential decrees and laws not always relevant to the conservation issue, originating from different administrative bodies, with different philosophy, and often contradictory. And their implementations usually become subjects for heated debates, since they usually present unpredicted and ambiguous social, economic and aesthetic outcomes.

The present article will provide an overview of the existing legal framework, regarding: a. criteria and processes of official characterization of a subject as constituting part of the built heritage, b. planning and architectural regulations, restrictions etc., and c. financial and administrative incentives for the protection of built heritage. References to specific implementations of related projects in Greece will be made, leading up to evaluation which will also test conformity to principles of sustainability of built environment.

Dilemmas will be expressed concerning strategies of management of built heritage, such as "monumental" preservation, reuse, expansion in educational and creative participation, and conservation of objects or processes.

Based on the above, further analysis will be made related to an anticipated polemic between two different scientific and professional institutions: the one representing architects, engineers, the Ministry of Planning, and in general the advocates of "integrationism" in the conservation of built heritage, and the other representing archaeologists, philologists, the Ministry of Culture, and in general the advocates of "monumentalism". This antagonism will be also related to the power struggle between the various sectors of public administration in Greece, who seek political domination through their effort to monopolize law making and policy implementations for crucial matters of Greek society. And in the case of conservation of built heritage, the most obvious outcome of the antagonism described above, is the inability of formulation of policies, combined and coordinated towards the protection of built environment, and the invalidation of the extensive law making for this subject.

A Discussion about the Reform of
Planning Regulation in Sicily

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Since it became a special-charter independent region, Sicily has been characterised by its peculiar institutional features, its wide-ranging self-government in several fields such as town planning. Anyway, such a privilege has never been properly "exploited" by the Regional authorities since a regional town-planning regulation, the 71/1978, was only drafted in the late 70's. This regulation not only identified, for the first time, "regional objectives of territorial management", but also summarised planning into two main levels: local, by means of the General Town-Planning Scheme, and territorial, by means of a Regional Planning Scheme.

During the three-year period stretching from 1991 to 1993, the Sicilian regional authorities set off a process of renewal of town-planning policies and promulgated two laws (regional law 15/1991 and regional law 9/1993) that modified the procedures and implementation time of the municipal scheme. That marked an important turning point for the change and integration of the town-planning legislation. After what was seen as a "period of town-planning regeneration", thanks to a revision of the regional town-planning legislation carried out during the early 90's, the Master Plan drafting and approval procedures, in the field of municipal project stage-planning, significantly slowed down to a complete standstill.

Ten years later and in the full swing of the trend to innovation typical of the 90's, among other initiatives, the Regional authorities started a survey in view of a new regional town-planning regulation. This survey for the parliamentary bill deals with several aspects and although it is not yet possible to put forward any critical evaluation of its potential efficacy, doubts have been raised about the capability to reverse a process which, from many points of view and despite all the efforts done in the last few years, appears to be crystallized. Undoubtedly the text of the bill aims at introducing a full renovation into the regional planning system, thus making up for the gap existing with other Italian regions and above all by adjusting planning typologies and relations between planning instruments to the "novelties" that other regional planning regulations have already adopted. The survey for the definition of the Guidelines for the regional planning reform introduced by the Sicilian regional authorities in November 2003 once again highlights that planning is absolutely necessary and mandatory and aims at reaching a radical transformation of the character and form of the planning instruments.

This paper aims at comparing the lack of planning schemes and instruments of different levels which the territorial management of the island is considerably burdened with and innovative proposals put forward within the guidelines.

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We're not NIMBYS! Localised Activity Against Unwanted Development, Social Solidarity and "Sustainable Communities"

The term "NIMBY" is used prolifically in both academic literature and within general public discourse to describe a locally based action group, usually established to contest a proposed development. It is often used to label a group as selfish or ill-informed, illustrated not only by those who utilise the term against opponents, but also by the attempt of many community groups to ensure they are not defined as such. With a few notable exceptions (for instance Wolsink 1994; Burningham 2000), there has been little work to investigate the internal dynamics of groups that traditionally fall into the category of NIMBY.

Locally based protest movements or campaigns instigated to oppose a planned development or the designation of a site for a particular land use, are often referred to as NIMBY (Not In My Back Yard), LULU (Locally Unwanted Land Use), and more recently BANANA (Build Absolutely Nothing, Anywhere Near Anyone) (as used amongst others by RTPI President Mike Hayes, at a seminar on engaging communities in planning, York, November, 2004). The very words "locally unwanted" or "my backyard" suggest that those who are often described as being NIMBY are residents who will be affected, usually adversely, by the development or land-use change. Designation of a group as NIMBY is often utilised as a slight against groups opposing plans by those supporting them, and the term itself is rarely utilised in any way other than the pejorative, labelling participants as "(s)elf interested or irrational citizens who misuse the democratic process" (McAvoy 1999). However, we believe this term and, moreover, the connotations that are implied with its use, is both simplistic and misleading. Collectives of people, united for a common goal, even the opposition of a seemingly needed development, should not necessarily be dismissed as systematically as they have been on some occasions. Rather, such groups are often dynamic movements of politically astute citizens and, if favoured conditions prevail, may even become a critical and productive stakeholder in future local disputes and decision-making processes. Furthermore, they often exhibit traits deemed characteristic of what the Office of the Deputy Prime Minister describes as necessary for the generation of "Sustainable Communities" (to be discussed in further detail later).

This paper shall investigate this proposition further by utilising two case studies of locally formed groups that were established (at least initially) with the stated purpose of opposing plans for quite substantial developments on land that is close to residential areas. It follows the argument of Burningham (2001), that the language of NIMBY is a topic worthy of investigation. Her argument that NIMBY is a term of abuse used by groups to discredit their opponents' arguments is supported, then, by use of the case studies outlined in this paper thrust into the realms of current policy debate.

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Planning and the Rule of Law

In the current planning literature, the planning systems in Continental Europe are generally thought to adhere perfectly to the classical ideal of the "rule of law", due to the strict regulatory nature of the master plans or zoning ordinances (in Italy, for example), while the British planning system is considered to be a departure from this ideal, due to the

flexible and discretionary character of British planning activity and decision-making. This paper aims to critically discuss this broadly accepted view.

In particular, the paper aims to demonstrate that this traditional vision of two opposing planning systems is acceptable and legitimate only if we adopt a very narrow conception of the "rule of law", i.e., the idea that the latter simply requires having some sort of fixed regulations (independent of the kind of regulations we use to control and guide the use of the land).

Furthermore, the paper seeks to show that if we interpret the concept of the "rule of law" in a more liberal (and interesting) manner – accepting the idea that it demands a broader, more stable idea of the general predictability of actions by the state, and the idea that any law should be abstract and general and be applied equally to all – then neither the planning system in Continental Europe nor that in Britain would seem to adhere to it. Both, in fact, seem this time a departure from the rule of law (albeit each in a slightly different way).

Lastly, we try to envision a planning system that is more in line with a liberal conception of the rule of law (i.e., a conception starting from a classical liberal forefather as J. Locke, and successively developed by authors as A.V. Dicey, F.A. von Hayek and B. Leoni). After having clarified why we think a liberal state is desirable (and after having defended the liberal idea of the state against the more common attacks it receives in traditional and contemporary planning literature), we try to explore what kind of land-use regulations and what kind of land-use decision-making are closer to a classical liberal ideal of the rule of law. A key point of the discourse is a new idea of "pattern co-ordination" and "pattern predictability" that only some kind of regulations are able to permit. This, then, has nothing to do with the (illiberal) idea of "laissez-faire" but, simply, with a different (liberal) idea of state regulation.

Possibilities to Use Legally Binding Land Use Rules in a Strategic Way

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This paper will introduce the main topics of the recently started Research Project "The strategic use possibilities of legally binding land use rules: opportunities and threats for the progress of urban (re) development". This project forms a part of the Bsik program "System Innovation Urban an Regional Land-Use and Area Development" (SRG). Background:

The development and redevelopment of existing urban areas is a very important planning policy goal of the Dutch government. Though, the (re) development of urban sites, compared with green-field developments, comes up against additional difficulties. These difficulties hamper the progress of many projects in the last years.

Since the beginning of the "90"s of the past century, the role of Dutch municipalities in this (re) development process became less "active". In most cases the intention is not to take care of the investments, but to concentrate on an initiating and directive role that can bring about a multiplier effect, leading real estate investors, housing associations, businesses and owner-occupiers to invest themselves. The main public instruments for provoking such an effect are public grants and the set of public law instruments. This more "passive" attitude (more than in the period before, known as the period of the "active" land policy, when the municipality was the central executing agency) is also called a "facilitating" land policy and is very frequent in the urban restructuring.

Legally binding land use rules are one of the public law instruments. In The Netherlands, these rules determine the use possibilities of land and real estate. The owner and other market parties know for which purposes his property is allowed to be used. As a consequence of this, binding rules play a very important role in allocating the value increase of land. The government can use this value allocation function of the binding rules in a strategic way in the negotiations with the property owners and other market parties. It is expected that by a more strategic use of these rules, the government could fulfil better

the intended directive role in the (re) development of existing urban areas.

Research Project:

The goal of this Research Project is to find out in which way legally binding land use rules can be used to facilitate Dutch municipalities to make a more strategic use of the value allocation function. This Research Project will result in recommendations for improvement of the Dutch planning system.

To achieve this goal this Research Project will study the position and practice of binding rules in different European planning systems, and will assess whether this can lead to an efficient fulfilment of the intended governmental directive role.

The first step of this Research Project is to find out how legally binding land use rules can be used. The legal system of The Netherlands and also how this system applies in practice will be studied. The following characteristics of binding rules might be relevant for their strategic use:

– Where? Where (in which planning document or decision) are the binding rules brought into force?

– When? When are the binding rules brought into force, relating to the rest of the development process?

– What? What is the possible content of binding rules?

– How? How is the procedure of bringing binding rules into force? How flexible or inflexible is it?

– To whom? Once the binding rules are brought into force, who has the right of developing the land? This question focuses on the contents of land property rights.

In a second step of this Research Project, other European countries, besides The Netherlands, will be selected. Due to the particularities of their planning systems, the UK and the region Valencia in Spain might be good candidates to be included in the research.

A third step regards an assessment of the effectiveness of the use made in the studied countries of the value allocation function of binding rules. To answer to this question, some case projects will be studied to evaluate whether the policy goals stated at the beginning of the development process became finally fulfilled or not. The aim is to find an appropriate evaluation method, for example by looking to the results: matter to which the policy goals regarding programme and building schedules are brought to a happy end, and to the proportion of the needed investments in infrastructure provision and public equipments paid by the developer/property owner.

Finally, we expect to be able to elaborate some recommendations for improvement of the Dutch planning system.

The paper will address the following topics of the Research Project:

Backgrounds of the topic studied;

Characteristics of Dutch binding rules, following the mentioned five questions. This will be illustrated with a case project.

Provisional design of the second and third steps of the Research Project. Here, the paper will end with some discussion items.

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Markets, Rights and Interests

In this paper I put forward a way of looking at land-use planning which makes clear its links with property rights and with markets in those rights.

People have a personal interest in how landed property is used. This can be not only in the property in which they hold a legal interest (such as a leasehold interest) but also in property held by others (e.g. how the neighbour uses her land, how an attractive landscape is maintained). The state as lawmaker makes of some of those interests a legal right. In that case, the interest of someone in a piece of land property is protected by the courts, whereby the holder of the right can require the court to stop others interfering

with her exercise of the right. Examples would be a leasehold interest, a right of way. If that right is tradable, a market in the right can arise. Other interests have not been given the status of rights. If the lawmaker considers that they are nevertheless important to the people involved, the lawmaker can give a state agency the powers to protect the interests on behalf of the interested parties (a trustee role). An example would be in the volume of traffic using the street on which I live. Land-use planning can be regarded as the activity of a state agency protecting and advancing the interests in landed property held by people who have no legal rights in that property.

The advantage of this way of looking at land-use planning is that it points out that whether or not an interest in land is granted the status of a right in land is a political decision. It follows that the difference between markets in rights in landed property on the one hand and land-use planning on the other hand, is the result of a political choice. Some aspects of land use can be realised by "the market", other aspects by "planning". Then we can direct our attention to the question: how should that choice be made? That is partly an ideological question. Holding a property right gives a certain amount of freedom against the actions of others, and most democratic societies want individuals to have that sort of freedom. It is partly a technological question. Which aspects of land use can effectively be realised by giving people individual property rights, and which aspects by a state agency acting on behalf of individuals? If, for example, residential amenity is valued, how can that be realised? And how can sustainability best be realised?

Sustainable Development: A New Frame of Reference to Justify Institutional Reform? The Case of Urban and Regional Planning in Britain and France

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Since its apparition in the late eighties, sustainable development has held an increasingly important role in the formulation of planning policy in the couple of countries we use here as case studies. The aim of this piece of research is by no means that of judging whether sustainable development as a paradigm is a "good" or "bad" one. Rather, we first of all attempt at showing how this emerging notion has now infiltrated all areas of policy making, particularly in the urban and regional planning fields, and has in many cases been used as a long-term argument justifying large scale administrative reform. Based upon a survey of official documents published in both countries since the Bruntland report, we question the ambivalent relationship between discourse and policy policy-making and highlight when appropriate the mismatch between what was planned and what is actually happening.

In Britain for example, and as part of the regional reform undertaken by the New Labour, the creation of Regional Development Agencies was, according to central government reports, aimed not only at managing economic development and competition in and between the British regions, but also at ensuring these Quangos would hold a major role in the promotion of sustainable development at the regional level. Through a newly built democratic arena at the regional level, it was initially believed that the balance between economic development and environmental (and indeed social) issues would be struck. Unfortunately, the regional level of governance now in place appears ill-suited to support such debate due to a rather undemocratic process of representation. As a result, the RDAs' political weight and subsequent influence is yet to be challenged and the regional agenda ineluctably seems to drift towards economic development. As sustainability was often – if not always – used as a leitmotiv throughout the implementation of the regional project, particularly in terms of justifying the addition of another tier of government to support sustainability requirements at the sub-national level, it is only fair to question whether this appropriation of sustainability by government officials hid a wider political agenda from the start characterised by en masse devolution. In France, sustainability seems to have taken more time to find its way into planning policy-making processes

and documents. It is in fact only in 1995 that the concepts underpinning sustainability were integrated into the legislative framework through the "Loi d'Orientation pour l'Aménagement du Territoire et le Développement Durable" that referred to the Bruntland and Rio principles. Five years later, the adoption of the "Loi Relative à la Solidarité et au Renouvellement Urbain" (SRU) appeared to offer a more pragmatic approach by suggesting that the tools accompanying planning documents such as Local Plans (Plan Local d'Urbanisme) or more strategic plans aimed at regional/sub-regional levels (schéma de cohérence territoriale) should be reviewed in order to fully integrate the various aspects of sustainability. However, and despite the integration of sustainability in current legal frameworks, we argue that the intricacies of this new paradigm and its application to the French case have not yet been explored by French governments and other actors of the policy making scene. We also support and document Goodchild's suggestion that "the SRU law has introduced significant innovations in the French development plan system and has done this partly in the name of sustainable development.

Reference:
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Planning and the Fundamental Right to Property

A greater Europe implicates a unity in the perception of fundamental and human rights. Article 6 of the Treaty on European Union affirms explicitly the European Union's foundation on the principles of fundamental and human rights. It explicitly states that the Union shall respect fundamental rights, as guaranteed by the European Convention for the Protection of Human Rights and Fundamental Freedoms (ECHR).
The ECHR has been ratified by all 45 member states of the Council of Europe. This includes all member states of the European Union (inclusive those that newly joined the EU on May 1 2004) and all applicant countries.
In urban and rural land development property rights play a very important role. Spatial changes will always have effects on property. Article 1 Protocol No. 1 ECHR guarantees the "peaceful enjoyment" of ones possessions. The use of land development tools and planning tools therefore will necessarily find a boundary in the protection of the fundamental right to property by Article 1.
Article 1 is based on a broad notion of property. The English text also speaks of "possessions" and the French text of "biens". The concept "property" in Article 1 has an autonomous meaning, in the sense that the identification of property rights in first instance is an issue governed by the national legal systems. But when determining the scope of operation of Article 1 the European Court of Human Rights takes the position that it is not bound by the circumstance whether a right or advantage under national law is considered to be a property right.
The autonomous concept of property developed by the European Court of Human Rights has been found similar to the property concept in the Fifth Amendment of the US Constitution (see Theo Von Banning, The Human Right to Property, 2002). Therefore a comparison with the case law of the US Supreme Court of Justice regarding the Fifth Amendment of the US constitution (the right to property) is useful. Can the existing case law of the US Court on the subject of planning instruments (e.g. the use of TDR – Transferable Development Rights) give an indication of the importance of Article 1?
The paper will give a general survey of the interpretation and application of Article 1, and discusses the general testing scheme adopted by the European Court. Important elements in this test are the lawfulness of the interference, if this is in general interest and – most important – the "fair balance" between the interference and the aims pursued.

The paper focuses to the existing case law of the European Court involving town and land planning instruments. The paper will place some planning tools in the perspective of the fundamental right to property and aims to define general principles in this field.

The Protection of Metropolitan Green Areas, Externalities, Transaction Cost and Institutional Redesign

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The protection of metropolitan green areas, Externalities, transaction cost and institutional redesign Citizens value metropolitan green areas, green networks between urban areas. Urban sprawl is one of the most important treats to these green areas. Citizens are not compensated for their loss in welfare when these green areas are converted to urban uses. So, these areas are most likely to be undersupplied. Planning policies (i.e., green belt policies) are traditionally oriented to protect these areas.

The Dutch institutional framework, for the protection of green areas, has been seen as one of the most successful frameworks in the world (Alterman, 1997). However even in restricted rural areas as the Dutch "Green Heart", parts of the countryside have been converted into build-up area (Ministerie VROM, 2000).

The role of government in protecting green areas is changing for different reasons. First, governmental budgets are decreasing. More and more budgets are decentralised or abolished as a more market-orientated land and housing policy is one of the central themes of government policies since the 1980s, and this policy is reinvoked in recent government policy-plans as specified in "De Nota ruimte" (the new Memorandum on Spatial planning) (Ministerie VROM 2004). To cope with these changes adjustments to the institutional framework are needed to prevent welfare loss by careless building on green sites in the metropolitan landscape.

For these adjustments an adequate institutional design process is essential. A very useful tool in this institutional design process is Transaction cost theory (Alexander, 2004). Transaction cost theory is especially useful because it makes it possible to compare the efficiency of both planning- and market-led instruments, no matter whether private or public parties are involved and whether private or public interest is at issue.

In recent years research has been published in the field of transaction cost and spatial planning (Alexander, 1992, 2001, Webster and Lai, 2003, Buitelaar 2003, 2004). Our approach differs from what already has been done for various reasons. First, the aim of our research is practical: to advise on instruments for the supply of green areas.

Second, this study focuses on one central transaction, citizens' valuation of green areas. This transaction is particularly interesting because of the externality and public goods problems. Third, in contrast to existing research, detailed, rules in use are the object of study.

We speak of a transaction that does not take place, if citizens value the recreational possibilities or panorama of green space and are not compensated for the transfer to an urban use. On the other hand citizens do not pay for the welfare this green area provides. Farmers in the Green Heart are not paid for the scenic beauty of letting walk cows there or are hardly paid for the production of land that attracts birds. These transactions do not take place, because the transaction costs are too high. An important reason for this is that a lot of information is needed about the millions of people willing to contribute to the green values. For example who is willing to pay? Are they trustworthy? How to make a contract? Without proper institutions, it is most likely that green areas will be undersupplied, because of these high transaction costs.

The aim of this paper is to explain what kind of institutional adjustments is needed for a better protection of metropolitan green areas. Because of the importance of goodness of fit of new instruments to the existing institutional framework (Alexander 2003), the paper will focus on the Dutch institutional framework. Although institutions are different in other countries, the object of research and details of the institutional framework

might be quite similar. In this way studying Dutch institutions can be interesting for institutional designers abroad. Furthermore, the way transaction cost theory is applied to detailed rules in use, the method, will be interesting for the international planning community too.

Thus, the question is how transaction cost theory can be applied to the metropolitans' valuation of green areas? First, the network of actors and transactions is described. Second, institutions are analysed. In terms of transaction cost theory, it is the function of institutions to lower these transaction costs. Webster and Lai (2003) divide these institutions into the following categories: do nothing, voluntary solutions, information and persuasion, subsidise transaction costs, tax, subsidy and regulation. The paper describes the most important Dutch instruments within the different categories. Then the institution costs, more precisely organisation cost, exclusion cost and transaction cost, of every instrument and their ability to support the transaction are described. In this way problems, for example extremely high institutional cost or a transaction not taking place, will come to light. This results in a list of possibilities for improvement of the institutional framework. After this, further research will be needed to complete the institutional design process to protect metropolitan green areas.

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Planning and the Changing Politico-Administrative Framework in Britain and France

The planning systems of France and Britain have been through a number of reforms recently, in particular the two countries have both implemented changes in the form and character of plan documents. These changes are closely linked to changes in the structure of local government and the geographical scale at which it operates. In the UK, planning system reforms and the devolution of power to Scottish, Welsh and Northern Irish assemblies raise a number of questions about the governance of English planning. In France, intercommunalité and the evolution of the policy of décentralisation in local government raise equally important questions about the strategic functions of local authorities. In both countries the question is how to construct effective land use strategies across local authority boundaries. In France the problem presents itself at the scale of the agglomeration, while in England it is at the scale of the region.

In England, the consideration of strategic land use planning policies at the regional level is being strengthened. The challenge, however, is how to create effective institutional arrangements when, apart from the special case of London, there is only a weak structure for political debate. The solutions that are evolving reflect the flexible structures of local governance in England, but also reflect the weakness of local government in England and the way in which a public-private-voluntary sector "partnership" approach to local governance has evolved. In France the issue of "partnership" appears in a somewhat different form, here the project is one of creating effective coordination between communes and constructing governance structures that will allow effective strategic policy making at an urban and sub-regional scale. In their own way, the changes in France, as in England, are linked to wider questions about the relationship between plans and institutional structures, and the appropriate styles and structures for governing land use change at a metropolitan or sub-regional level.

The paper will start with a review of the differences between the politico-administrative frameworks within which planning operates in France and Britain and it then reviews the recent reforms and their apparent objectives. In particular the paper will examine the development of intercommunalité and the Schéma de coherence territoriale in France and the development of regional assemblies in England and the Regional Spatial Strategy. It will then explore whether the changes in France and Britain are bringing the two (historically very different) systems closer together, or whether they still reflect the

strong differences between the two states' approaches to local government and the legal status of plans.

The Europeanization of American Cities

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In the early 20th century, the United states adopted the German idea of zoning, but they did not adopt the idea of a dense, compact European city. Specifically, American cities rejected public ownership of raw land and the taxation of property left undeveloped. Instead, land use controls became a tool for low density, suburban urbanization and rigid economic, racial and social segregation. The idea of a dense, compact city with widely used public spaces, a coffee house or cafe culture and widespread access to cultural venues was dismissed as un-American. There have always been persistent critics of American urban patterns and the regulations that support them, but their influence on the ground has been limited. In recent years, various trends, including sustainable development, new urbanism and an increasing taste for urban life among younger and older persons ("empty nesters") have led to the redevelopment of many urban areas along European lines. One can find dense concentrations of residences in close proximity to stores, restaurants, and public transit. This trend is now recognized an important objective and cities are implementing regulations such as mixed use development and coordinating development with the provision of other public services, especially education and public transportation, to promote and sustain this trend.

The paper will examine the planning, economic and social roots of this trend, survey the major land use instruments that are being used to promote and sustain it. It will argue that the europeanization of a city requires both the aggressive use of traditional land use controls, height and bulk control, location control, design review and historic preservation as well as a reevaluation of the basic idea of zoning. United States has been based on the segregation of uses by type. A dense, "public" city requires a vigorous and thus safe street environment. Use segregation frustrates this objective and thus a greater mix of land uses in close proximity is necessary to achieve this objective. This development also challenges traditional theories of planning since there is less need to specify the exact form of an urban area.

The paper will compare United states techniques with those in being used in European cities. Europeanization or gentrification as it is sometimes called, has costs. The major one is the displacement of existing residents, often poor and minorities. The paper will examine the efforts that are underway in some cities to ensure that a broad segment of the population participates in urban revitalization.

Losing Influence – the Dilemma of the Institutionalised Urban Planning in Germany

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With the Bebauungsplan, a binding land use plan, the German institutionalised urban planning has got a quite respectable instrument to determine urban development. By the Bebauungsplan – and only by this – land use rights are created! In the procedures of setting land use rights the institutionalised urban planning has to follow the premise to achieve a fair balance of interests. The implementation of the land use rights is mainly carried out by the private sector. During the procedures of setting land use rights an interaction between – on the one hand – players of the institutionalised urban planning and – on the other hand – those of the land market takes place. Due to an increasing capitalisation, in recent years the influence of the land market on setting of land use rights grew. As a consequence the planning system suffered from a loss of influence on determining the urban development.

A hypothesis was formulated for a study about the dilemma of institutionalised urban

planning. Several statements about the interdependence of urban planning and land market cover the following questions:

1) How far can the Bebauungsplan still be the basis carrying the institutionalised urban planning?

2) Which position in determining urban development is held by the institutionalised urban planning? A closer look on the legal background of institutionalised urban planning, on the formation of the free land market and on their interdependence precedes the study. The study itself is based on the scientific approach of qualitative case studies. Two examples of setting land use rights were looked at. In both cases the Bebauungsplan follows the original approach of German planning law – offering land use rights.

As a result of the analysis of the figures and patterns of acting, some of the original statements proved to be generally right, others however had to be differentiated – depending on the orientation of the examined units on the different submarkets "housing" and "services/retail":

Indeed the institutional urban planning system suffers from a loss in its meaning of being the main instance to determine urban development.

The ideal approach of German planning law – guaranteeing a fair equalisation of interests – is still followed, degraded however to the level of a mere formality.

The land market dominates negotiation processes and its interests regularly become a criterion for the planning requirement even before the planning procedure is started.

However the political players within the institutionalised urban planning system determine to what extend the land market players can take influence.

The shorter time horizons which a Bebauungsplan presently is oriented towards correspond with the shorter time horizons the land market players are following. The stronger orientation towards projects causes an increase of the importance of land market players' interests in the setting of land use rights. This however characterises the setting of land use rights which are oriented on the submarket "services/retail" more than those for the submarket "housing".

And last but not least, the generally practised renunciation to mention the land market as a factor of influence and to explain its interests in the procedures of setting land use rights adds to the dilemma of the institutionalised urban planning having to act on the conflicting principles regularising planning and free market.

Based on the study's results a concept for acting was developed, intending to establish a modified handling of the land market's interests. The concept puts emphases which aim on securing and improving the position of the institutionalised urban planning system as main instance to determine urban development:

It starts with the demand that the land market's interests, in particular the land owners' interests, must become explicitly listed in the catalogue of criteria which must be discussed in the weighing process. In this context the processes on the land market that go on or are expected to go on in relation to the procedure of a Bebauungsplan should be analysed differentiatedly; the analysis of the development of land prices stands in the foreground hereby.

Looking at the very serious loss of importance the institutionalised urban planning system suffers in some cases, it is proposed furthermore to partly modify the planning law and to adapt it to the economical circumstances. To meet the needs of the submarket "services/retail" this may – in a widest reaching amendment – mean to allow the definition of zones without the need of setting differentiating planning regulations. However to guarantee a well-ordered urban development and to respect the requirements of the municipalities' planning autonomy, a substantiated informal planning has to be practised, as it is done in the English planning system.

Local Government – Planning Relations within the Metropolitan Area of Istanbul

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The Metropolitan Area of Istanbul attains a significant place within both the national and international arena as it bears many assets inherited from the depth of its history. Prior to serving as the capital city of the greatest Muslim Empire, the Ottoman Empire, the important traces of Pagan and of Christian civilizations both of which have lasted for about thousand years each, can still be found throughout its urban space. Owing to its characteristics in both quality and quantity as well as its strategical and geopolitical location upon the two continents, at a point where Asia and Europe meet, it takes the position of being the most important and leading metropolitan city of Turkey, which prepares herself for becoming a member of the European Union.

As it covers a total area of 5512 km2 including 73 municipalities of different status within its boundaries, the Metropolitan Area of Istanbul is not only outstanding for its demographical size with its population of almost 10 million inhabitants, but it also is dominant over the entire country in economical terms. While 21% of domestic industrial production and 20% of trade (DIE, 1997) is delivered in Metropolitan Area of Istanbul, the city's share within the Gross National Product is estimated as 22,5%. On the condition that the annual total of available income in Turkey is taken as 100%, the share of Istanbul within Turkey is 28%. With regard to the number of households, as a city that consists of 13% of the total number of households in Turkey, Istanbul creates 28% of the available income of the country (DIE, 1995). While the public investments made for Istanbul reach 1.5 billion dollars by 2000 (DIE) in total, the city recently hosts all reflections of important national and international relations. With its total figures of accommodation, namely 90.000 beds and 2,5 million tourists per year, Istanbul also takes a great domestic share in terms of tourism (Istanbul Chamber of Commerce, 2002). In addition to these characteristics, however, the wide range of problems experienced in the city cannot be disregarded at all. Among these problems, the fact that the main driving force in the city involves speculative motives, pressures and illegal processes; the problem of illegal building and "squatter" housing (so-called "gecekondus") at rate of almost 70 %; inadequacy of preservation activities leading to deteoriation of natural and cultural entities; the acute problems in transportation; insufficiency in standards or quantity of, or lack of technical facilities; insufficiency in provision of urban services and finally the social problems entailed by those difficulties lived in physical space, all take an evidently crucial place.

While the problems of gaining back the identity the city is to undertake prevail on the one hand, the planning and administration authorities of the city, on the other, have to take action in terms of providing permanent solutions against the domestic economical, demographical and spatial problems, and in the meantime, providing for sustainability of and benefiting from the historical and natural assets to be preserved together with their socio-economical priorities in a holistic way that prevents from any consumption. However, in the course of its history, perhaps the weakest phenomenon of the city has been the city's administration and planning.

Depicted as such in afore-mentioned terms, the Metropolitan Area of Istanbul appears to be a city that, despite all of its conflicting characteristics, undertakes important liabilities and objectives in both national and international scales. There is no doubt that it is inevitable for a system of organization and urban administration, accompanied by provision of a planning system to sustain the continuity of both, to interprete the on-going processes of rapid transformation and change, to accomplish planning within the framework of sustainability principles and to manage the city in harmony with these changes taking place.

In context of this paper, those problems which stem from the administrative structure and the planning system will be emphasized as based on the surveys held with mayors and various administrators at different tiers of government in totally 73 municipalities taking place within the boundaries of the Metropolitan Area of Istanbul; and as guided by the administrators' assents concerned with particularly such a dynamic city, the fac-

tor of being a "city administrator" and its impacts upon planning will be discussed in terms of contemporary urban management and related proposals will then be examined.

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Good Faith and Planning

The principle of good faith has a specific meaning in private law. It does not only refer to a principle of honesty and fair dealing (subjective good faith) but the good faith provisions in the civil code are also a basis for a judge to interpret, supplement or even set aside contract provisions parties have agreed on (objective good faith). Whereas the principle of good faith is accepted in civil law (the law of the European continent), the common law (Anglo-American law) has until now not accepted a general (objective) good faith principle.

In the Netherlands, the principle is of particular importance. In the Dutch culture, often described as a culture of consensus, the objective good faith principle (redelijkheid en billijkheid) seems to play an important role in negotiations between private parties and local governments. PPP contracts are not very elaborated, parties trust on the consensus they have reached and on the obligation to re-negotiate whenever problems arise.

This situation the existence whereof was confirmed in interviews conducted with actors in the Mahler 4 project (Zuidas) in Amsterdam, is opposed to the situation in New York City. American parties are used to make elaborate contracts wherein they sum up as many possible problems they can think of, and the way they are solved. The contracts are not meant to be re-negotiated.

As a result, in PPP negotiations in New York emphasis is put on the contracting phase whereas in the Netherlands negotiating takes place mostly during the building process and is a less formal process.

Specific legal rules with regard to the contract have certainly contributed to these differences whereas some of these rules are obviously caused by the cultural conventions, while others are likely to have caused them.

The paper will look into these practices show how the private law systems of the two countries play a role in the processes. It will also try to link the private law good faith principle to a more general concept of fair negotiating and argue that the good faith principle cannot be an excuse for bad drafting. Finally, remarks will be made on the importance of the differences between the two systems and it will be argued that systematic differences between civil and common law play an important role but underestimated role in planning processes and the construction of urban (renewal) projects.

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Changes in European Union Environmental Policy-Making; Multi-Level Governance from a Local Urban Perspective

Currently the influence of the European Union (EU) environmental policy with regard to the urban environment is growing significantly. With the adoption of the 6th Environmental Action Program by the EU in 2001, the urban environment became a key focal point in EU environmental policy-making. This is being effectuated by the development of a "Thematic Strategy for the Urban Environment". This strategy is supposed to result in actual policies this year (2005). The strategy follows the historic path of urban environmental policies in which the EU has been involved since the beginning of the 1990's. It also follows the pace of an ever growing institutional framework of policies on the environment issued by the EU in the last three decades. Especially the new provisions on air quality, safety (risks) and noise nuisance have significant consequences for environmental management in local urban areas in the EU. These changes all result in a growing interaction between EU governance structures and urban governance. This is

being strengthened by a continuing trend of decentralization in many EU member states. This decentralization – which can best be described as the shift of power and responsibility from the level of the nation-state to lower tiers of government – results in a growingly important position of local and regional governments in environmental governance. Consequently, the interaction between the EU and local urban governments becomes even more crucial in dealing with the urban environment in the EU. And such a growing importance leads us to the question whether EU environmental policy can actually be accommodated successfully in a local realm. This is especially true since in recent years important changes have also occurred in local
governance.

Changes in local governance typically refer to the positioning of the environment as a policy field within urban governance. This positioning has always proved to be difficult. Environmental interest often conflict with other – more development oriented – interests, whilst not having clear financial advantages themselves in the short run. This makes them hard to defend and to integrate environmental interests into urban governance. Therefore many instruments have been used to do so anyway. Among these are environmental quality standards, product and installation emission standards, procedural requirements (such as Environmental Impact Assessments), producing and sharing information and knowledge, financial tools or the use of the public. Traditionally obligatory measures – usually issued by higher tiers of governments – have been rather popular. Recently – that is in the last ten to fifteen years – experiences in different countries have shown that such measures can seriously undermine the potential of urban governance resulting in effective and attractive policies. More explicitly this means that integrating different interests into one mutually agreeable strategy is made difficult due to the inflexibility of the existing environmental obligations. In other words, maximizing results in environmental management undermines reaching optimal results as seen from a more integrated perspective. In recent years urban governance shows a tendency to be dominated by more flexible, communicative and integrative policies.

The complexity of many problems concerning the physical environment in densely populated urban areas surely contributes to such a tendency. It is considered rather crucial to have enough flexibility to deal with the wide array of different interests and the often specifically local context.

With the growing importance of EU environmental policy in urban governance, the crucial question is indeed whether – and if so how – these EU environmental policies can successfully be accommodated. Does the institutional framework of environmental policies set up by the EU allow for the flexibility deemed so important to urban governance? And if not, how can possible tensions be alleviated or prevented? As these questions allows for much research and debate, a more appropriate question to be addressed in this paper is how such question might be answered. That is, a clear problem diagnosis is needed that also results in clear-cut suggestions upon how to test such a diagnosis. This paper tries to do exactly that. In this, ideas will be drawn from theories on multi-level governance, performance and on the linking different discourses. Also, practical examples of cases in the EU (notably the Benelux examples of Amsterdam, Antwerp and Rotterdam – Rozenburg) will be used. The paper will conclude with drawing a strategy that will help to answer the questions posed.

The Regime of Property Rights in the Place-Remaking: Is There a Role for Community?

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Form the perspective of institutional analysis, this paper evaluates the place-remaking process of Chinatown in Singapore. It is found that redevelopment of Chinatown since the 1960s has been substantively structured by the property rights system over land and buildings. As property rights are defined by the state in the forms of statutory land use planning, compulsory land acquisition, rent control, land leasing and conservation of

historical buildings, the free market of land redevelopment is reined in heavily by the government. The local community used to play a significant role in the shaping of Chinatown before 1960. Communities have been fading out from the scene since the 1960s, and the redevelopment of Chinatown is the result of interactions between the state and the market, mediated by the property rights regime. The authors explore how the local community should be involved in the process of urban redevelopment by incorporating its role into the regime of property rights.

A city-state on the southern tip of the Malay peninsula, Singapore has a total land area of 685.4 km2 (including 58 islets) and a population of 3.44 million (2003). The gross population density stands at 5,019 persons per square kilometer, one of the highest in the world. It has long faced a challenge of limited land supply, for it is a small island with a fixed land resource except for marginal land reclamation. The development, since its independence in 1965, has changed the city's profile significantly with a rapid and continuous expansion in its economy which achieved an average growth rate of 12.8% per annum in GDP (at the current price) from 1965 to 1995 (Department of Statistics, 1966, 1996). The government-coordinated economic growth, coupled with the deliberate urbanization policy (McGee, 1976), resulted in urbanization of 141.9 km2 of the city-state's territory between 1965 and 1995, 176 percent more than in the 110 years between 1840 and 1950. The stock of green land available for urban development has been virtually exhausted, for half of the land area on the island has been designated for water catchment area due to insufficient fresh water resources in the country (Straits Times, April 4, 1997). This paper will deal with how, in the context of relative land scarcity, redevelopment of Chinatown was carried out. Form the perspective of property rights, we evaluate the roles of the state, market and community in the process of remaking Chinatown.

Instead of being solely governed by the "invisible hand", transactions in the land market are always mediated by the "visible hand". The land market is always interfered by the state and led by players. Understanding of the land market and the built environment it produces is derived from the knowledge of mechanisms of the land market.

Transactions are made by players who interact with each other under certain circumstances. Since social interactions and market transactions are conditioned by institutions, in the same vein, the land market is also structured by institutions. Individuals and organizations behave and perform within a framework defined by institutions, which are regarded as a matrix of formal and informal rules of the game in a society (North, 1990). In a market economy, activities in the land market by autonomous firms and individuals are coordinated through prices, but functioning of the land market depends on a whole set of institutional conditions.

The subject of land transactions is not the land per se but essentially the interest in rights over the land. The structure of property rights therefore matter for the performance of land markets. Property rights are primarily a bundle of rights associated with ownership which consists of the right to use, the right to derive income, and the right to alienate the rights mentioned above. Property rights are regarded essential in the governance of land markets. Placing limits on the action of individuals and governments, assignment of property rights is thus crucial for the achievement of efficiency (Paul, Miller & Paul, 1994). A supportive system of property rights is imperative for development efficiency and growth where pursuing profit brings in innovation. According to Barzel (1997), the value of an asset is determined by how secure one's property rights are. If property rights are not perfectly delineated, some valued assets will be left in the public domain, subject to open access. In the case of open access to natural resources, individuals seeking personal gains will lead to a depletion of public resources as a result of over-consumption and under-investment, the so-called "tragedy of the commons". Nevertheless, in contrast to the commons, anticommons is a situation where multiple owners have effective rights excluding each other from effective utilization of resources. Land redevelopment is often impeded by individual land owners' interests because of fragmented landownership. As a result, scarce resources tend to be under-utilized.

Track 6: Planning Education and Practice

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List of Abstracts for Track 6

Statement of Track Chairs

Planning education is undergoing significant changes throughout Europe in connection with the implementation of the Bologna Declaration, which promotes a so-called "3-5-8" or "L-M-D (Licence – Master – Doctorate or BA – Master – PhD)" model. At present this implementation is gradual in time and diverse in space and seems to be especially difficult in our field of planning, due to the necessity of interdisciplinary courses as well as the continuous interactivity between the academic world and planning practitioners. Thus every country is facing specific problems, which was already the case within the European Union of 15. The recent enlargement to 25 member states and the subsequent integration of further countries in the following years will make this harmonization process even more intricate.

Papers proposed for this track might explore the following aspects (though these are by no means exclusive):
– national policies for adapting planning education to this "Bologna Process" in the "old" and/or "new" EU member states;
– innovative local processes initiated within this wider framework;
– participation of the professional partners of planning schools in these developments;
– attempts to develop the European dimension in planning education.

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Master in Planning for Cities in Developing Countries

The Master in Planning for cities in Developing Countries corresponds to the implementation of interdisciplinary and international courses concerning the field of planning. It is interdisciplinary because it promotes the academic world and planning practitioners' interactivity between the Italian planning system and the problems of cities in developing countries which are facing a rapid urbanisation process. It is international, as it is carried out in French and applicants come from Italy and countries in development. This initiative attempts to develop the European dimension in planning education involving non European countries and promotes the participation of professional partners. Several of the theoretical and methodological courses will be taught using distance learning (e-learning) methods which can be considered an innovative framework of education and practice. In short the Master:
– is designed for training specialists in planning, with particular reference to the planning problems in rapid urbanisation cities of third world countries.
– is going to promote the partnership between Italian planning culture in the provision of services and land management with third world planners and technicians involved in planning process.
– is completely carried out in French and English according to the countries where foreign students come from.
Topics: the Master's program will provide the conceptual tools needed to:
– Analyze urban and regional conditions in order to diagnose the processes that govern how they change
– Identify priorities, target areas and mechanisms of planning
– Formulate plans and projects
Programme of study: the master's programme is organised in three modules
– first module, developed by e-learning
– second module, academic training in Turin
– third module e-learning and final stage on the spot.
Contents: the master's programme s involves three types of training activities
– theoretical and methodological courses
– a "Planning and Project" laboratory
– field work in Italian planning agencies and in cities of developing countries

The programme will be concluded with a final report. The Master organisation is even in consequence of a specific research concerning the need and experience in the field of European Planning education towards cities in the developing world. The first edition has been carried out in 2004, with students coming from several part of Italy, and foreign countries. The Master link together European culture and tradition in planning processes for development and promote the diffusion of knowledge concerning European planning. In this field it is in coherence with the Promotion of Europe and its planning culture abroad.

The organisation of the Master has been developed in coherence with the International Standard Organisations rules: UNI EN ISO 90001:2000.

European Influence in Shaping Urban and Regional Planning: A Dream for the Globe

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Europeans have been instrumental in shaping our collective understandings of and planning approaches to globalization forces – both historically and today. While Europeans and European planners struggle with the continuing development of the European Union (EU) as a whole and with the integration of the newly-admitted countries to the EU, planners and policy makers outside of Europe have a great deal to learn from the many planning innovations associated with these challenges. Europe and Europeans as important sources of planning experimentation and innovation is not a new phenomenon. However, in this era of technology-enabled global connectivity and competition, all of the major regions of the world economy need to respond creatively to these new dynamics. The challenges of sub-national areas to be responsive to these macro forces are particularly acute. The unique conditions of the world's diverse places offers not only challenges, but also potential and opportunity.

As localities and regions around the world today adjust their planning approaches to new, highly competitive and complex technology-induced community development changes, it is helpful to trace and understand the context of some of the intellectual and policy influences from Europe. In particular, ancient Mediterranean urban dynamics and modern European Union regional and urban development actions and research are rich and deep in lessons to inform contemporary planning.

There are three parts to the body of the paper. Part I includes a discussion of the prescient scholarly role of Jean Gottmann in framing global urban networks and in providing insight into the dynamics and complexities of the global knowledge economy. The Mediterranean region is used in part to lay this conceptual groundwork. Part II includes a discussion of relational planning scholarly influences, e.g., by Patsy Healey and other related colleagues and city-region planning cases, in evaluating contemporary urban and regional relational planning applications. The third part of the paper integrates the principal contributions of the early and recent influences of European urban scholars. Drawing selectively on these historical and contemporary concepts, this integration takes the form of introducing a strategic development-planning model for would-be application globally and tailoring at local and regional levels.

At last year's AESOP Congress in Grenoble, Professor Klaus Kunzmann raised concerns over the "Anglo-Americanization" of Europe's university planning education programs. However, given the many and diverse regional planning innovations underway in Europe, and given the need for analogous, but locally-tailored innovations in North America, Eastern Asia and other regions of the world, we call for Europeans to collaborate with their planning practitioner counterparts elsewhere to share their local planning lessons, such that there is an intentional effort for the result of a kind of "Europeanization" of planning mindsets around the world.

As a result of such European planning innovation outreach therefore, the dream of a greater Europe need not be limited to Europe. As Europeans construct their vision of a

new, more harmonized Europe, regional and local planners elsewhere have a baseline of sub-national planning innovation and practice against which to compare and evaluate their own non-European regional planning innovations. By sharing the means by which European local and regional planners are pursuing their greater dream, Professor Kunzmann's concern for various hegemonies can be turned into a goal for learning and complementarities. The result might lead consequently to others being empowered to pursue and realize their dreams too.

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Permanent Education

Planning needs a strong support for professional education but also for citizens education in general. City development asks for the participation of people to get a common goal – providing life quality in cities, for everyone and on a sustainable way.
Permanent education seems to be the answer. I suggest a scheme like this:
7 years old – children will be informed about city risks and potentialities, how to walk and how to cross the streets, how to follow instructions of agents, traffic lights and signs, how to get help, how to get water, food and devices to communicate. Also how to be kind towards disable or aged people, how to respect flowers and greens, how to amuse ourselves and how to watch things happening around us. This teaching would be for everybody.
14 years old – students will be informed about maps, about contour-lines, about distances, about transports, about organizing a city trip, about evaluating a townscape and reporting about what one see and feel on a city fabric. Also about altitude, rivers and floods, sea and erosion, risks (civil protection and aid). A bit of City History.
17-19 years old – Course on urbanism: mapping, statistics, GIS, houses location (climate and energy), subdivision, slopes, streets and roads, green structure, social facilities. Having this two years, students would get a certificate to enable them as surveyors and maps producing helpers.

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The Need for Certainty of Planning Against the Background of Unsafety, Unsecurity and Uncertainty

Spatial planning needs clearness and guaranties for politicians, landowners and investors. Therefore, for its scientific base it needs "objective" data, rational theories (set of hypotheses) clear calculations, clear rules, definite cost-benefit-analyses etc. All other bases of decisions, programmes and measures are seen as invalid, subjective, normatively driven and willful. This was the starting point in the 1970s and is still the main position in teaching. This dominant theoretical position goes hand in hand with a clear understanding of the matter of practise – the space. In an euclidian understanding space is well-defined and every place can be clearly located as much as the relation between places can easily be described by distance and direction.
This certainty of planning theory and practise was developed in the 1970s on the base of the state of social and geographical sciences of the late 1960s based on interpretations of economic and social processes and spatial outcomes of the 1960s.
Much had changed in the meantime – the social understanding of space, the structures and processes of the societies (social change), the economic logics and processes (economic change), the political-administrative system (PAS – from government to governance) and the role of planning (from engineering to interest organisation). What hardly did change is the scientific background of planning and the education of planners. The practise of planning education is endangered to loose contact to actual developments in geography, sociology and economy.

Thus, the contribution first describes on the base of regulation theory aspects of social and economic changes, public management and politics which are leading to an increase of uncertainty within the societies and the economic actors due to the differentiations and growing complexities. Individualisation processes (U. Beck) and disembeddings (A.Giddens) are causing both increasing freedoms and improving insecurities. On the background of the increasing socio-economic inequalities ("new poverty" as results of economic and welfare state changes) these insecurities are improving the feeling of unsafety.

In the discourses of possible futures these three aspects – uncertainty, insecurity and unsafety (Z. Bauman) – form a new amalgamisation of disorientation both among scholars and ordinary people ("New Complexity" – J. Habermas).

As social inequalities and/or different types of economic performance are mirroring into the territorie's these processes directly are impacting spatial structures and processes (segmentation and segregation) and thus must be known be spatial planners.

Second, planning education and practise reacts not by developing new tools of analysis or practise but to make the traditional forms "more robust": fuzzy logic instead of regressions, scenarios instead of prognoses, participation instead of top-down decisions and "perspective incrementalism" instead of guidelines and master plans.

Third, with the phenomenon of "concomitance of asyncronism" the path dependency of place-related processes is challenged and it will be argued for a view of an "individualisation" of developments which needs a more sophisticated analysis. Not the institutional forms but the activities of "framed actors" are becoming more relevant.

The contribution ends up with some basic theses for the need for a reworked professionalisation programme for spatial planners to prepare them in a more adequate way for the challenges of the presence and the future.

Obstacles for Change in Dutch Planning.
A Planners' Paradise Lost in Modernist Thought?

Recently more and more planning scholars adhere to a post-modern and analytical approach. Instead of creating new concepts and new models in the self referential world of actual planning systems these people try to improve plans and planning from a more profound analytical base. By doing so they not only show more accurately how planning really works, they also deconstruct many of the dominant modernist theories, concepts and ideas still present within the planning discipline.

One would expect that the planning discipline, in parallel with other disciplines like anthropology, policy studies and cultural studies, would undergo a major change towards a more analytical and post-modern approach. Although this seems to be the case at some European Universities, where scientists like Flyvbjerg, Hillier and Allmendinger, seem to become increasingly influential, in the Netherlands the modernist discourse is still dominant in the planning disciplines and institutions. It is produced and reproduced, seemingly unaffected by the upcoming post-modern frame of thought.

In this article we will describe the problems that originate from that modernist discourse and we will elaborate on the need for a post-modern approach of planning. We will argue that a post-modern scientific look the planning system reveals the presence of images of self and the outer world that are far from realistic and far form democratic.

Consequently there is a real need for change. Next we will make explicit the constraints, power relations and attitudes, which constitute obstacles for change. Successively the following obstacles will be discussed:

– The ethnocentric core of the planning discipline [Dutch planning can be regarded as a highly ethnocentric culture. It is reproducing a particular set of norms and truth claims reflecting a minority opinion]

– The relationship between content and position [Ideas, theories and concepts within a

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discourse are produced and reproduced according to positions in networks of power]
– The hidden assumptions (political and otherwise) of Dutch planners [Many Dutch planners seem to be unaware of the political ideas structuring their thought]
– The hybrid relationships of Dutch planning science with politics and the administration
Making these obstacles for change explicit is not only a way to critically reflect on planning approaches within the Dutch academic context. An analysis of the obstacles for change is simultaneously an analysis of the reproductive mechanisms of the planning discourse and an analysis of the gradual breakdown of the democratic character of planning. A shift from a modern to a post-modern planning approach is therefore not only an academic challenge, but also a struggle for new forms of democratic legitimacy.

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Integrating Creative Problem Solving in the Planning Curriculum

New guidelines for higher education in general and planning education in particular stipulate that students are explicitly exposed to a variety of transferable skills, including "critical and creative thinking" and "problem-solving" in situations for which there are no simple or unique solutions. To this effect, the RTPI's recent Policy Statement on Initial Planning Education (2004, p. 10), for example, outlines that planning graduates should learn to "… generate visionary and imaginative responses to spatial planning challenges …" and "… combine creative direction for the future with credible means of implementation." Moreover, "ways of thinking which are creative, open to change, [and] challenge assumptions" are also deemed essential for the implementation of the UK Government vision for sustainable communities (Egan 2004, p. 56).
Interestingly, the UK public perceives planners' activities more in terms of administration and control than as creatively shaping the environment. There is little explicit teaching on creativity except perhaps in the limited urban design provision for planners and many graduates do not perceive themselves as "creative." In order to overcome this attitude and address the skills need outlined above, there is a need to redefine creativity in broader terms, beyond the mere artistic aspect. The Town Planning network defines creativity as the ability to repackage knowledge in new ways which are of practical use and add value (1999, p. 10). Defined this way, creativity is certainly more palatable to planners and planning educators.
Most of the literature on the subject sees creativity as something inherent in every individual (see e.g. Higgins and Reeves 2004). This implies that the development of uncommon and new responses to problems is a skill that can be learned or trained. It implies that tools and techniques can be used to foster creative thinking. Opportunities to learn from industry, management and engineering where it has become customary to employ lateral thinking and change techniques to overcome organisational problems creatively or develop new solutions exist. Why not adapt some of the approaches to academic settings or teaching?
This paper describes an experimental approach (pilot) in which creative thinking techniques are brought into the undergraduate classroom. Specifically, the approach aimed at introducing first year students in initial planning education explicitly to a structured problem-solving process. The process employs creativity tools and methods that stimulate the questioning of assumptions and promote lateral, "out of the box" thinking. The objective of the exercise was to teach a transferable skill (addressing complex problems) and improve students' confidence in their creative abilities. After being introduced to the methodology, student groups had the opportunity to employ the process to a simulated problem during a weekend retreat. Feedback from students and participating tutors provide valuable insight into learning processes. Suggestions for future improvement of the pilot implementation are made.

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Urban Engineering Education in Romania – the Bologna Process Perspective

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The paper deals with the main actual issues related to civil engineers specialized in urban planning and regional development education, namely civil engineers that have specific knowledge concerning infrastructure works, roads, water supply, sewing, and so on, both at urban and regional level. They are trained to deal with all these types of networks and, moreover, to take into account their interdependence.

Urban and rural settlements in Romania are confronting with many difficulties related to technical infrastructure, management of urban wastes, transportation (public, private, parking problems) etc. Rehabilitation programs of European Union (PHARE, ISPA, SAPARD, SAMTID etc) are increasing the responsibilities of local administration in the approval and control processes. In the meantime these are imposing the existence of a technical professional body in local administration to coordinate the technical infrastructure according with the European legislation.

Recently, our department was faced with adaptation of the educational process in accordance to the Bologna process, complementing the "3-5-8" model. Thus higher education in Romania will be full compatible with the European standards. The students could move at any university from Romania or any other member state if the correspondent conditions are fulfilled: curricula, cycle duration etc.

Civil engineering was recently nominated as one of the twenty-three scientific fields within engineering sciences by the national authorities. Based on this decision the way for reorganizing higher education in civil engineering was wide opened.

The curriculum we are preparing for the future civil engineers specialized in urban planning and regional development is trying to correlate the disciplines with the existing problems that Romania has to face in the next 20–30 years.

The paper presents some of the answers we delivered to the following current issues:

– What type of basic knowledge should be included?
– What type of general technical knowledge should be included?
– What type of general engineering knowledge should be included?
– What type of specific professional knowledge should be included?
– What type of general economic and technologic knowledge should be included?
– What role should be related to the specific knowledge referring to spatial databases?
– How to get training data sets relevant to urban areas?
– What topics should be proposed to the students for their dissertation?
– How to make efficient use of European Higher Education programmes, such as Erasmus-Socrates, Leonardo de Vinci, etc?
– How to assist the public authorities in their current work related to infrastructure?

All these activities are included in the legislative framework (Law 288/24.06.2004) for the reorganization of the education process in Romania.

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Intercontinental
Seating

The "Dream of a Greater Europe" is a dream that demands every "culture" to respect other cultures and work out the common and the different. In order to make students realize different concepts and approaches in planning, the project "Intercontinental Seating" was conceived even far beyond the borders of Europe. It was one course that was developed and taught on three different continents by four universities and a manufacturer. Intercontinental Seating addresses challenges in the different ways of approaching a planning project in different countries and university-cultures and touches the potential role of modern technology in facilitating a course with participants and guest critics in different locations.

The project

Public spaces provide a stage for people to communicate and interact with each other. In using these spaces, people sit on benches, stairs, slopes or even just on the ground. Sitting becomes part of the communication process, making it more comfortable.

The course "Intercontinental seating" focuses on ideas of how benches or – seating in more general terms – should be perceived, planned and designed to fit the future needs of societies in transition. Participants from Deakin University (Australia), University of Oregon (USA), Stuttgart University and Wiesbaden University of Applied Sciences (Germany) together with the bench producing company Nusser (Germany) have thought about these questions in a joint course.

Each student or group of two planned a seating unit for a site-specific client in a location on the other continent. It was of special interest how these characters encounter the seating and how their communication is supported.

So that participants can design for a certain cultural context, each local group of students first prepared a scenario of one typical hometown location with a real or fictional local character that brings the location to life. The scenario was continually presented and updated as a webpage in a Content Management System (CMS). As the main part of the project, the students chose one of the locations on another continent and worked with the given information. So they had to rely on what fellow students abroad previously described.

Different ways of thinking

Using place-specific design settings and characters emphasizes the cultural differences of the participants and increases the intercultural awareness and reflection on ones own values and concepts. So students need to look not only at the way the seating accommodates the human body but also how it supports culturally specific social interaction.

Wide range of interaction

The project incorporates new technologies that facilitate easy web based interaction between people with different agendas and backgrounds and a great range of curricular concepts.

In addition to having teachers and students from different countries, we also invited a mixed team of guest critics ranging from architects via event designers to ergonometric physicians. They provided the participants with knowledge from other related fields and thus also with their unique point of view. This concept allows integrating the best resources and knowledge beyond the limited scope of one university.

Evaluation

As the project has just finished, the results of the questionnaire to evaluate strengths and weaknesses of the process and the cultural interactions are due in the next weeks. The results will be outlines in the presentation. Among the things it will cover are the remote place and culture aspect, expectations, technology (benefit and problems) and the different planning approaches.

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Could the Theory of Communicative Planning Possibly Guide a Practical Process to Enhance Children's Understanding of Democracy

The paper is grounded on reflections on own communicative practice performed during the last decade, particularly elucidating the pilot project on the "Small Ugly Places." Knowledge of the details of the local environment and identification of public spaces in need for improvement are used as basis for the children's experiences of the rights and obligations of participation.

Norway is a representative democracy in which children and participation seem to be taken good care of in various laws and regulations initiated internationally as well as nationally like the UN Convention on the Right of the Child from 1989 and what followed from its national ratification. Even before the UN ratification, however, Norway decided to strengthen the interest of children and the young in all cases related to the Planning and Building Act by appointing an adult as their representative. This Norwegian provision in the shape of National Policy Guidelines linked to the Planning and Building Act probably is unique in that the interest of children should be made visual and considered in all community planning.

A set of principles has been designed to assist the process of enhancing the children's understanding of democracy. The set of principles, which I propose, derives from: 1) the theory of communicative planning, 2) the Model for Increasing Awareness of the Built Environment, the MIABE (designed by the author), and 3) reflections following the application of the MIABE, particularly in the pilot-project on the "Small Ugly Places".

The multidisciplinarity of the paper derives from different academic fields, mainly placing it in the intersection of planning, social sciences and didactics.

The MIABE is a context bound practical teaching and learning model comprising different components like a registration process of the details of the public spaces like bus shelters, benches and litter bins, writing of a formal letter to the municipality, prepare for an exhibition and more. A key component is acquiring of a "new language" deriving from the vocabulary of architecture in its widest sense, "from the spoon to the city", to facilitate and encourage communication between the children and the rest of the community. The components are linked to related subjects within the National Curriculum of the Primary School, particularly stressing the social sciences, arts and crafts and Norwegian. The "Small Ugly Places" (1996/97) was a co-operation between the municipality of Oslo and the author. More than 250 children aged 10-12 and their teachers from five inner city primary schools joined the initiative. The children proved capable of acting as informed citizens as required by this kind of a learning process.

Although the theory of planning deals with children only to a limited extent, communicative planning and the MIABE share a wish to provide grounds for a process of active participation. Additionally, the reason for planning, as well as for application of the model, could be divided into benefits for society as well as for the individual. Other strong common competency in what should be achieved are i) training in becoming citizens within a democracy, ii) ability to communicate with authorities, iii) responsibility and interest in the public space, iv) personal growth and v) generally to gain more experiences from dialogue.

The set of principles designed to assist enhancing as well as facilitation of the children's understanding of democracy is meant to be applicable without any structural changes or amendments in any legislation. Although the Norwegian representative democracy seems to be well functioning, the "communicative" part of deliberative democracy might constitute a recommended prerequisite for achievement of goals.

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**Public Relations Work and Presentation of the Studies in
Urban and Regional Planning at the Vienna University of Technology**

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The studies in urban and regional planning have been offered as a complete course of study (10 terms) at the Vienna University of Technology at the Faculty of Architecture and Planning for about 30 years. Currently (winter term 2004) there are 420 students enrolled. The study has a special position, as it is the only complete course of study in urban and regional planning in Austria.

Last year the legal basis and therefore the frame work conditions for universities in general and for this subject of study in particular changed significantly. Since 1.1.2004 the Vienna University of Technology has legal capacity and thus its own legal and economic personality, being on its own authority to a great extend. The management has decided to convert all studies offered by the Vienna University of Technology to the baccalaureate-master-system until October 2005. As a result the studies in urban and regional planning, although reworked only in 2002, have to be revised again in a very short period of time, with a special focus on adapting the number and content of the master programs offered.

What's more, since last year the programs have to deal with a much smaller budget, resulting in reduction in teaching. Much more than before are cost intensive courses being questioned and appointments are dependent on the number of students enrolled in the course. As the studies in urban and regional planning have a rather small number of enlisted students, especially in comparison with other studies, in particular architecture (about 3000 students), special efforts are needed to cope with the challenges to come by simultaneously declining financing. The potential has not been used to the limit so far and developments at private higher education institutions as well as at other Austrian universities, which start offering programmes in urban and regional planning, have only partly lead to reactions. Due to these facts the Vienna University of Technology is now trying to increase presentation of the studies in urban and regional planning and to position itself in the frame work conditions given. Particularly the up to now modest efforts in public relation work shall be increased, focusing on the following issues:
– Attracting potential students through events (in schools) and group specific information material.
– Increased cooperation with institutions and companies, especially within project-oriented courses.
– Improved presentation of achievements reached by means of publications and exhibitions.
– Intensified contact with graduates through the establishment of a newsletter and regular meetings.
These activities should contribute to
– Secure the continued existence of the studies in urban and regional planning
– Improve the status of the studies in the general public
– Strengthen extra-university cooperation
– Attract a minimum of 70 beginners a year for the baccalaureate and of 50 for the master-program
– Enlarge the number of Ph.D. students significantly.

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**Which Education for
which Planning in Switzerland?**

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This contribution shows some important aspects in the Swiss discussion on future challenges in spatial planning and how the related education programs at the Network City and Landscape at the ETH Zurich have been adapted and partly redesigned.
Discussions of planning professionals and educators mainly affect the upcoming prob-

lems on spatial planning in Switzerland. What are the key questions of spatial development in this country today? What problems are practising planners confronted with in these days? Are they still qualified and well enough prepared to deal with new challenges? How should academic planning programs be structured and even enlarged? Is there further need for continuing education?

Regarding these future challenges and according to the Bologna system four different education programs in spatial planning and development are offered:

– MAS program in Spatial Planning:

A two years part-time program with a Master of Advanced Studies ETH as final degree is addressed to planning professionals. This program has two main aims:

• ability to understand the complexity of spatial developments on the basis of theories in different scientific disciplines

• ability to formulate realisable strategies to solve complex problems of spatial development

This interdisciplinary program combines two different didactic approaches:

• bloc courses (one week per month) on theories and methods in different scientific disciplines to analyse and understand spatial developments

• extended project work on real case studies (interdisciplinary group work during the bloc weeks and individual work)

In addition several elements of the MAS-program are offered separately:

– Continuing education course in Spatial Development

with a Certificate of Continuing Education ETH as final degree.

– Further Education courses

– Public current issues

Building Models of an Ideal Community: Assessing Rural and Urban Perceptions Through Design Charrettes with Children

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The goal of this study was to allow children to design their utopian community. The purpose of the study was to understand how children perceive community design, urban space, and an ideal community. A secondary purpose was to introduce children to the concept of community empowerment; suggesting that people create the spaces they live and work in, and, in fact, they could be "those people". Many people, particularly children, are unaware of the evolution and development of the built environment. Few comprehend that the physical landscape, programs, policies and individuals combine to create the built form. This study seeks to understand if the cultural differences between a rural migrant farming community and a central city community would result in different or similar visions of an ideal community. Corollary questions include what influences their notions of an ideal community and does the place they live affect their ideas of what constitutes an ideal community? For this reason, middle school children were selected to participate. It was hypothesized that children between the ages of twelve and fifteen were less inhibited than adults, and yet they could understand notions of community and be able to identify elements that they believed should be part of a community. Over one hundred children participated in two design charrettes that were implemented as half-day sessions. The two charrettes were conducted in two vastly different communities – Blissfield, Michigan, an agricultural community with a predominant migrant farm population, and Lansing, Michigan, a city that serves as the state's capital. Working in design teams of four, the children built foam core models of their ideal community. Using methods borrowed from picture preference studies, the children were given a series of images depicting different community elements. Elements included, but were not limited to, a variety of housing options, a multitude of commercial spaces (restaurants, shopping, and office), park elements, plaza spaces, landscape elements, schools, and service institutions. Children were given an option to create additional

items not included in the image files. The images were arranged on foam core models without regard to scale. The resultant models were analyzed using the types of elements built into the model, the number of elements, and the spatial arrangement of the elements. The findings suggest that the children from this two disparate communities built very similar models of their ideal community, suggesting that their visions of an ideal community are more strongly influenced by other factors than simply their home setting.

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A Decision Making Framework for Planning

Research on how the competence of administration will profit by using decision making tools such as PETUS, an ongoing FP5 research project, are currently under development. The aim is to provide suggestions for different approaches in decision making and show proof of their advantages. It is to help finding and creating practical and available mechanisms that can improve the basis of planning judgements. Information has been gathered in respect to decision making from case studies in close cooperation with the responsible end users. Decision making is not only to do with taking decisions. Decision making has to cope with certain constraints, representing simultaneously challenges for decision makers which are to be considered in the development of PETUS:
– Lack of information – identifying links between decision making steps and suggested data and background information described in sample cases. Information on indicators and sustainability criteria, integrated approaches and frameworks have been gathered and analysed to provide answers in terms of sustainable development.
– Uncertainty – Uncertainty in decision making is linked to revert to information but also to deal with different approaches in decision making and therefore to provide space for and encourage to try for alternative development scenarios, according to stated objectives, given information and data sets.
– Expectations from decision makers – decision making aims to support sustainable development and the decision makers work. Research efforts here focus on the development of baseline information and methodological procedures that are suitable and transferable to different situations and end users, while respecting their differences and starting situations.
– Capability of decision makers – Another aim is to improve the decision maker's capability to deal with sustainability in their respective field of expertise. Moreover, it is intended to consider some rather practical requests, having received from interviews and workshops with end users, which are to enable end users
– To act rather than react on inquiries,
– To provide additional professional and technical argumentation,
– To increase their work efficiency and avoid retardation,
– And to provide comprehensive information at an early stage in decision making.
Inquiries have been focussed on questions which are relevant both for the PETUS framework and decision making in general:
– Who is the PETUS framework for?
– What are likely constraints in decision making?, e.g. lack of information etc. see above
– What level of detail do we need/is wanted?
– What should be the structure and contents of information regarding decision making? In this respect it seems important to provide different approaches to decision making. Different relevant issues need to be addressed in decision making processes, providing a wide variety of options for decision makers to implement an action and make a decision that might be seen as a chance to get new ideas and approaches across. Therefore the intention of the PETUS team is to describe and analyse the different issues in decision making, finding and providing these links, always having in mind "what might be beneficial for other end users" to learn from. This will provide awareness of sustainable issues and confidence to be able to deal with them in a formulated manner.

Lifelong Educational
Project on Brownfields

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Most Eastern and Central European cities, mainly because of their history and the features of transition to a market led economy, carry an exceptionally large burden of underused and brownfield land. This land represents a "hole" in the urban fabric, with significant losses in economic efficiencies, social cohesion and quality of life. At the same time, new development on agricultural land that could have been located on recycled brownfield land is contributing to urban sprawl. The Eastern and Central Europe region is unable to fully deal with these issues and this in the long term could reduce the region's overall economic performance and curtail economic competitiveness.

From conclusions gained on projects like CLARINET, CABERNET and WELCOME, analyses regarding brownfields reuse suggest that the one of the main barriers to regeneration identified, appears to be the lack of stakeholders' knowledge and education. Over the last years of advocacy and analysis on the topic of Central European brownfields, it has become obvious that there is a need for education, and specifically education in local languages at all levels.

Professional practitioners and trainers need materials and training in the principles of sustainable urban regeneration. Even in the established EU countries, aspects of brownfield regeneration are rarely covered by coherent multi-disciplinary teaching modules.

There are the reasons why the Lifelong Educational Project on Brownfields, submitted by VŠB-Technical University of Ostrava, CR, and supported by the European Community Vocational Training Action Programme LEONARDO DA VINCI, started in October 2004.

The project, bringing together 9 partners, promotes the skills required to regenerate previously used urban land termed Brownfields.

The project will address the issue of "brownfields" cross-professional knowledge in the Central European area by assembling local knowledge and formalizing brownfield expertise developed by English and German partners with practical experience in both regeneration and related training.

Educational packages produced by the project address brownfields on cross-thematic and cross-professional bases. The local training products are being tailored to suit specifically Central European training formats and contexts. Products should principally accelerate the immediate knowledge of chartered professionals, who work in a broad range of posts as consultants, civil servants and local government administrators, regulators and policy makers. These professionals are in an immediate position to use and implement gained knowledge. There is acute to deliver the missing expertise in the fastest, most direct and effective way via programs that are regionally available.

Additionally the transfer of Western European expertise may provide a mutually beneficial forum for exploring and solving brownfield problems specific to Central Europe.

As part of this project, those partners representing Central European professional and educational institutions, could submit additional locally funded projects which will use the outputs of this project. Course materials will also be suitable to be adapted and extended for University graduate education across Europe and the project will produce local trainers.

Course results and outputs will be fully transferable to other geographical locations encountering the same problems of restructuring their economic and social base due to increases in brownfields within their urban area. This will apply to all the Baltic countries where very similar conditions prevail and for other urban parts of Eastern Europe and Balkans.

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Planning Education and Planning Practice Crises in Bulgaria

The paper presents analysis of the development of the new major of Planning in Bulgaria, including its position and rating among the traditionally most prestigious majors at the University of Architecture, Civil Engineering and Geodesy in Sofia – those of Architecture and Civil Engineering – only three years after its establishment and accreditation. In addition, the paper explores the challenges facing the planning education in the current transitional stage of socio-economic development, marked by overcoming the planning practice crisis in the country and accompanied by withdrawal of professionals from the field of planning; general low prestige of planning practices (legacy of decades of "planned economy" experience); lack of sufficient financial support for research, feasibility studies and elaboration of spatial planning strategies and comprehensive development plans; lack of control over adopted plans implementation; lack of political good will to stop the construction expansion in the most attractive territories in violation of the approved development plans and environmental protection legislation and finally – destruction of the scale and character of Bulgarian towns.

The educational aspects, object of the research, include student motivation, teaching and learning strategies, teaching staff development, research, international co-operation and quality management. Elaborated are a number of critical issues – masters curriculum development and accreditation, staff retraining, enlisting of the new programme in the national registers for higher education research and educational routes and in the national classification system of occupation, along with proper positioning of the new specialists in the existing administrative structures at regional, county and municipal levels.

Some of the research outputs served as a basis for a large scale project, to be developed jointly and coordinated with one of the major employers of planning specialists in the country – the Ministry for regional development and public works. This project will support the establishment of new urban planning centres in the country, which as pilot institutions will have to develop their own managerial and information network, to have their employees retrained in similar structures in European countries and thus lay the ground for the new planning professional culture. These pilot centres are expected to be developed in the regions with the highest concentration of human potential and with well established traditions in planning. On the other hand, they will provide practical placement for the planning students, working jointly with the academic staff in planning. The work on the establishment and further development of the new programme will contribute to the legislative and structural changes, aimed at better co-ordination between education and social practice and at development of institutional and administrative capacity in planning, corresponding to the new realities on the eve of the country's accession to the EU and to the European planning traditions.

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Importance of Visual Thinking in Planning Education

From the DOT to the URBAN...
Process of learning starts from the near envinment. The process of planning education needs observation and inquairy the whole environment. Living environment is the basic elements of planning education process.

Last decade, in the age of computers people can have all information about whatever they need. The challenge is for educators what computers can't do – develop their humanity, creativitiy, intuition, unique perspectives, abstraction, human ingenuity.

Starting from observation and drawing a dot enables people to express their understanding as they take in and transform information into the knowledge. Using their senses, memories, and personal associations, they make concrete observations about a their environment and they work as an artists that are woven into urban fabric.

Visual thinking is a powerful method of teaching and learning planning. Planning and design need abstraction of nature and to work with ideas and presenting information. Learning to think. Learning to learn. graphical teach students to clarify their thinking, and to process, organize and prioritize new information. Visual diagrams reveal patterns, interrelationships and interdependencies. They also stimulate creative thinking.

These are the essential skills for student success. Research in both educational theory and cognitive psychology tells us that visual learning is among the very best methods for teaching students of all ages how to think, and how to learn. Visual thinking encompasses a variety of techniques for representing ideas using words and symbols. These diagrams appeal to both the right and left sides of the brain, allowing them to convey both meaning and context, in a gestalt fashion. As a result, they can be used to communicate information faster and with greater impact to today's post-literate audiences. And also Mind mapping – the technique of arranging ideas and their interconnections visually – is a popular brainstorming technique.

Students see how ideas are connected and realize how information can be grouped or organized, what are the dynamic information, With visual learning, new concepts are more thoroughly and easily understood.

Reinforce understanding. Students recreate, in their own image, what they've observed. This helps them absorb and internalize new information, giving them ownership of their ideas.

Concept maps are ideal for measuring the growth of student learning Concept maps encourage understanding by helping students organize and enhance their knowledge on any topic. They help students learn new information by integrating each new idea into their existing body of knowledge.

Living environment will be the laboratory of their planning education process. Whether brainstorming ideas, planning a presentation, producing future projects, designing a concept map or outlining a paper, educators and can also tap into the power of visual learning to help them plan lessons and activities.

Example of Cooperation between a University and Municipal Government in the Region of Ostrava

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Cooperation between university students and teachers and municipal authorities is one of the prerequisites for successful development of a region. Such activities can get support from the European Commission's Leonardo Da Vinci programme. The article is focused on one example of such collaboration from the region of Ostrava which was prepared by the department of Urban Engineering at VSB Technical University of Ostrava in co-operation with municipality of Horni Sucha. The example was focused on future use of brownfields which is one of the fields of study of our department. The department had prepared many feasibility or urban studies during recent years. But this project was rather special and unusual.

Horni Sucha is a small town near Ostrava (North Moravia, Czech Republic). Our department's team had to find a future use of the coal mine tower, which was situated on the site of the former coal mine Frantisek. The coal mine was closed in 1997. It is the most recently closed coal mine in Ostrava – Karvina Coal Field. All the buildings from this area were brought down except for a coal mine tower. The tower is 85m high construction made from ferroconcrete and it has no problem with stability. It has nine floors but only seven of them can be used. It is a unique construction and nowhere else in our region is this type of construction used for any other use than mining.

The municipality has an interest in this building. Our law enables municipalities to ask for free of charge acquisition of coal brownfields areas currently owned by the state.

To the main strengths of the tower belongs its positioning in town, the region of Ostrava and also in the whole Silesian region. It is situated only a few kilometers from the Czech

– Poland border. Very good traffic connection and good condition of buried services are also its pros. The weakness of the area is its coal mining history as one of the effects of coal mining is presence of methane gas in the liquidated shafts. Yet another weakness is the financial point of view. Our estimate of reconstruction costs was about 4.2 million euro.

Our recommendation was connected with tourism. The tower itself is so dominant in the surroundings that it seems to be the most logical choice. One of the visions and the most promising one is an observation tower with a restaurant on the top of the building. Apart from that inner space of the tower will be use for a museum, an exhibition area, and also for fitness. There will be many photos, pictures and models shown depicting present and future situation. This article was prepared thanks to support of the European Commission thorough the Leonardo Da Vinci programme.

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**Turkey in Future of the European Continent and
Turkey's Approach Concerning the Planning of 2000s**

The process of globalization prevailing the world since the beginning of 1980s, the changes in worldwide distribution of power relations after the mid-1990s and the emergence of new political and economical regions, have all been evident in current times. In 2000s, i.e., during the last five years following the Millenium, the movements of change and transformation appear to have been accelerated. The new world order platforms, on the one hand, where individuals represent themselves as they gather around specific organizations like Porto Allegre and those platforms on the other, where the national representatives meet at specific world summits, like the one recently held at Davos, to discuss the globally changing roles and the problems entailed by this change in balances, both display the different reflections of this rapid change under discussion. This study intends to consider the changing role of Turkey within these new balances of the globe, to probe the way Turkey perceives the "planning" systematic in the context that she has become more visible in both the European continent and the world, to discuss those things that could and could not be done in the name of "planning" particularly within the process of becoming a member in the European Union (which has gained pace after the 17th of December, 2004), and to examine those problems of "planning" to be met along the way ahead.

The study is based on five different historical periods, which constitute the main breaking points for Turkey. In context of these periods, the political, economical and social structures of the country, its planning problems and the ways how they are solved will be considered particularly with the emphasis placed on the extent of those works accomplished during the last five years since 2000 as well as those to be covered in future periods. The periods in question are as follows:

1) Second half of 19th century -1923: Declaration of Ottoman Administrative Reforms and the Republic; The year 1839 has started the period during which westernization movements initiated by the Ottoman Political Reformation Firman (Imperial Edict) have been reflected in all fields, including the economical, social and the spatial processes.

2) 1923-1950 period: Foundation of the Republic and transition to the multiparty political system; This period is the one which Turkey has gone through many changes in her economical, political and social life for the first time. Following the declaration of the Republic in 1923, Ankara chosen to be the capital city, principles of Ataturk (Kemalism), and adoption of "statism" policies, the overall pre-war structure has been re-constructed in terms of restructuring the domestic economy as well as getting integrated with the world system.

3) 1950-1980 period: Emergence of the phenomenon of urbanization and worldwide acquaintance with globalization; In history of Turkey, there exist many political, economical and social changes and developments involving crises and their ways of resolution.

While the experience of three decades have been in parallel to the processes experienced in the world, the country has been influenced by these events on the one hand, and it has gone through many different stages with the impact of its inner dynamics, on the other.

4) 1980-2000 period: The period toward the millenium under conditions of globalization; 1980s have been those years during which Turkey has gone through major radical changes. This transformation process has first taken place particularly in economical and political terms and then has affected the social structure and been reflected also on physical space.

5) 2000-2005 period: The period of restructuring accelerated by Turkey becoming a future member of the European Union; In 2000s the significance of the planning profession has been recognized, yet not by the public totally, but the politicians and administrators. For this reason, it has been realized during this period that the existing legislative system has failed to solve the existing problems, necessitating new regulations to put in effect as reflecting the discussions on concepts of "strategic planning" and of "action plans" and the adoption of "participation in planning".

Related with these five periods, discussions will be held on the position and role of the country in the world, its economical, political, social and organizational structures and state's and people's ways of perceiving / understanding the science of "planning", with particular emphasis given to self-critiques of the last five decades. Within the process of becoming a member of the European Union, those things that could and could not be done in the name of "planning" and the underlying reasons will be considered with the intention to infere new developments for the future.

Key words: "European Union and the role of Turkey", "Planning in Turkey within the process of membership in EU", "European Continent and Planning"

Academic Planning Education and Live Projects at Utrecht University

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Town planning has prioritised synthesis over analysis. (Cliff Hague in Higgins, M. and F. Simpson, 1977). This statement is true for a specific course that has been developed in the past 10 years in the spatial planning teaching program at the Utrecht University. In accordance with Kolb's learning cycle (see Brockett 1999) the students should combine critical observations of the actual experience in praxis and at the same time work on reflection, analysis and abstraction in order to develop strategic plans that can be of use in practice.

The result of combining both analysis and synthesis is that the link between a teaching program on spatial planning and the actual planning practice is a must and simultaneously offers the opportunity to bring the synthesis into vision. It also gives the possibility of reflection-in-action ("thinking while doing") while helping people deal with uncertainty, conflict, complexity and uniqueness. (Schon 1988, p. 93)

Live projects such as developing strategic plans for a real municipality, based on teamwork (action learning) have in time become essential elements in the teaching program at the Utrecht University.

The paper focuses on two types of projects: a strategic structure plan and a regional development plan. Both within the third year of the program. Diana van der Meer (Meer et al. 1999) already presented a paper at the 13th AESOP conference on the use of workshops in Utrecht. But since then the character of the projects has increasingly changed to real live projects.

In these projects, groups of about 7 students work together for a period of ten weeks. During this period they are asked by a municipality to draw up a structure plan for the next 20 years. This is done for a municipality of at least 100.000 inhabitants. The structure plan should have a regional component. In the project everything is meant to be as realistic as possible: the local authority has commissioned the team – that operates as

a private firm of consultants – and gives it a certain budget to pay the costs. At the end of the period the local authority (in practice the mayor or the chairman of the planning executive committee or the general manager of town planning) will evaluate the plans of each of the 5 to 7 groups and give a (substantial) prize to the winning team. Therefore, it resembles a real consultancy project with severe competition, with involvement of the client throughout the whole ten weeks. And every year, it appears that the students – at least the winning team – can compete with real consultancy firms. This is both positive for the students as for the municipality and the university.

An evaluative survey, amongst supervisors (university as well municipality) and over 200 students who worked in these projects in the past ten years, shows shared goals and also very good results.

In the paper attention will be given to the planning concept, which is the key component in both the teaching program and research of the urban and regional planning department in Utrecht. In total there are four project classes the students have to follow throughout the entire program, which deal with entirely different aspects in the field of spatial planning. In this paper, ony two projects will be dealt with, including the results and the reactions of the students while working in projects and later when looking back in an evaluation.

Track 7: Transport Planning and Mobility

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List of Abstracts for Track 7

Statement of Track Chairs

Urban dwellers and organisations depend more than ever on resources situated at distant points in space and time. In order to assess these dispersed resources, they have to shuttle between spatially and temporally disjointed places of activity. Telecommunication technologies, rather than simply substituting for physical mobility, appear to be increasing the variety of mobility options available by adding virtual alternatives and by expanding the scope of physical ones. At the same time, telecommunication technologies are having the effect of underlying the unique quality of non-telecommunicated co-presence and thus the continuing need for physical movement. The ensuing growth and diversification of mobility is both a consequence and an instrument of contemporary lifestyles, to the point that, in the words of Francois Ascher, "the right to work, to accommodation, to training, now incorporates an implicit right to mobility". The increasing importance of mobility makes it a central challenge for cities to have effective strategies in place for the positive linkage of urban and network infrastructure development processes.

In addition to these new challenges, there are still "old debates" to resolve. Transport infrastructure is seen as the driver of economic growth. Infrastructures for urban nodes, stronger inter-regional connections and national/international projects, the High Speed Railways Network and the expanding airport infrastructure concentrate wealth and people to the detriment of peripheral areas. Many of the basic underlying premises on which much of transport planning was built are now being questioned, in particular by the European Commission in its (2001) white paper European transport policy for 2010: Time to decide. The Gothenburg European Council placed breaking the link between economic growth and transport growth at the heart of the sustainable development strategy. How will targeted investment in the trans-European network integrate the ten new member states with the centre to bring about community cohesion without reinventing the same problems?

Sustainable mobility is a relatively new concept which addresses a new set of problems. Car numbers have trebled in the last 30 years and are rising by 3 million a year in the EU. Car use in the new member states and in wider Europe is set to rise sharply in the next few years. Yet it is the congestion impacts on the economy that tend to dominate the headlines: for example, congestion is estimated to cost EUR 80 billion a year by 2010. The predominance of road transport for personal mobility and the growth of CO_2 emissions from transport also have negative impacts on health, safety and social inclusion.

In this track we will try and face some of these challenges, with debates on:
– the role of transport in achieving the "dream of a greater Europe";
– transport accessibility within city-regions;
– travel, energy and urban form;
– transport modelling and decision support tools.

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Transportation Planning in Romania with Respect to Integration in the European Union

At the beginning of the 1990s, the change of political regimes in the Eastern European countries brought about an unprecedented opening to the world of their economic, social and political structures, due in part to trends of the ongoing process of globalization. One of the consequences of this global exposure is the facilitation of comparative perspectives on their organizational systems that imply inherent tensions therein the state of being open to differences.

Within the framework of conceiving a more integrated Europe, however, the comparison of similarities and differences of organizational systems in former communist countries with those of Western European countries appears particularly pertinent. As a matter of fact, in light of the potential accession of Romania to the European Union, in this paper I focus my interest in spatial planning to the emerging efforts towards shaping regional coherence and the unification of Europe.

"Transportation Planning in Romania with respect to Integration in the European Union" is a research study at national level that aims to bring together technical rationality of transportation networks and regional development policies. I have carried out this research in 1999 with the Institute of Regional Development Planning at the University of Stuttgart, and it was the basis of my Master's Dissertation in Infrastructure Planning. This paper is a reviewed summary of this research that aims to take advantage of the policy window for Romanian development from the perspective of the EU enlargement. For the study assumes the certainty of European spatial integration, it associates national policies with respective policies at the EU level. The paper is an attempt to apply to transportation planning an integrated vision of regional development that will complement the endeavours of Romanian planning and transportation networks authorities. From a broad perspective the study explores and assesses regional disparities in Romania. It suggests that promoting balanced growth and minimizing disparities would provide the necessary stability within the system that would increase the capability of the country to optimally integrate within the EU. As a result it assesses possible improvements of the existing Romanian transport networks through regional policies, as a way to include planning of transportation development within the multilayered space of networks that structure the region. In order to determine differences in regional development, the decisions were grounded on a quantitative study that uses as data reduction and classification method cluster analysis of a large set of social and economic indicators at the county level.

Because global and regional scenarios cannot generate customized guidance for the whole country, the study focuses on potential strategies for transportation planning in Romania by identifying areas of priority for intervention in the direction of accessibility improvement. Although it is largely agreed that globalization turns spatial distances irrelevant, this study assumes that at local level physical accessibility, by road connections in this case, has a direct positive impact on economic development. In proving the correlation between economic development and spatial accessibility I have performed multivariate regression analysis of relevant social and economic indicators recorded between 1990 and 1996 in the 40 Romanian counties. If regional development strategies in Romania would align with the European equity approach that aims to balance regional disparities, I propose three main phases of intervention towards improvement of accessibility across the national territory. I recommend to prioritize the two extreme identified situations: a) the development of the most advantageous axis Timisoara-Bucharest-Constanta that will become an economic driver that will be capable to stimulate future growth, and b) to redistribute the outcomes of economic development towards the improvement of current unfavourable conditions of peripheral southern and eastern Romanian counties. In other words that means the concentration of policies for regional development on two main directions, on one hand the West-East axis as an integrator at larger European level, and on the other hand the local development of border regions that would integrate the country within its micro-regional level (e.g. within the Balkans). Moreover, in order to fully benefit of the geopolitical location of the country, I argue that Romanian policies for improvement of its transportation network have to be inspired by best practices in better developed systems, while at the same time have to evaluate the maximum induced change that the system can tolerate without causing negative reactions (e.g. environmental distress or misbalance of social and economic policies).

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Location Attractiveness: Is ITS Becoming a High-ranked Factor?

The development of Intelligent Transport Systems (ITS) has taken a leap in the past decade. Under strong influence of improved Information and Communication Technology (ICT) industries, automotive suppliers and scientific institutes have put much effort on developing a range of ICT based applications for vehicles to drive safer, more comfortable, to make more efficient use of current and future infrastructure and to manage fleets more accurately. These improvements in transport services might improve the attractiveness of nearby locations. These locations (office, residential, leisure zones etcetera), might attract more activity as they appear to benefit from increased accessibility. Therefore, the expectation that ITS concepts will, in the long term, have significant spatial effect on the location pattern of, in particular, office keeping organisations, is plausible.

This paper focuses on the impact of future ITS concepts on location preferences of office keeping organisations. To measure this impact a stated preference experiment has been conducted in the Netherlands and involves office keeping organisations in selected city regions. At first the paper describes the precise preparation of the experiment. Which attributes are considered important when measuring location attractiveness? What is the content and range of the attributes' levels? Further, which ITS concepts should be used in the experiment? Three ITS concepts, which are selected and based on previous research are introduced as "new" attributes. The use of ITS in the experiment is an extra complicating factor since it concerns rather unknown transport modes. Therefore the experiment is divided into two. One experiment focuses on describing a utility function of location attractiveness in general and a second one focuses on the perception of accessibility and the position of ITS concepts in that judgment. Because the first experiment includes an accessibility attribute it is possible to make relative conclusions on the role of future ITS concepts within location attractiveness. Consecutively, the paper describes the first results of a model describing the attractiveness of location profiles, which are based on location preference attributes, and the role of three ITS concepts within a model describing accessibility utility. The estimated models are used to test two hypotheses. The first hypothesis is that the introduction of these ITS attributes will change the preferences of office keeping organisations regarding locations. The second hypothesis is that if preferences will change, the ITS attributes have a significant contribution to the preference model; at least for some categories of organisations. Further, the paper describes in what cases we should accept or reject these hypotheses.

Finally, some conclusions are drawn on the role of ITS in location attractiveness and the validation tools which are available to validate the preference models. The concluding section offers a view through on a validation case focusing on stated location choices in the Arnhem/Nijmegen region. Do the organisations state to choose locations that match the attractive locations as predicted by the models? And do these stated choices differ from other actors in the location development field like municipalities and real estate developers?

**Roads for Integration and Roads for Separation – Case Study:
Palestinian West Bank and Gaza**

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Mobility is an essentiality of the present and surely of the future. Travel throughout Europe, especially within the EU countries has become unimpeded and mostly without restrictions. The dream of a greater Europe is becoming a reality and one of its main components is unrestricted mobility. However, not too far away, and within a region envisioned for greater Europe, particularly within the Palestinian West Bank and Gaza mobility is a nightmare.

This paper addresses the current transportation and mobility conditions in the West Bank and Gaza. A review of highway network, public transit; in addition to the limited rail, air and sea transport that existed in the past would be presented. The settlements roads network in the West Bank is of particular interest. This network facilitate movement and shortens travel times between Israeli settlements in the occupied West Bank, while in the same time act as barriers between Palestinian communities. In addition to such disguised barriers, actual physical barriers block roads, while other roads have checkpoints. The four to eight meter concrete walls and fences not only separate Palestinian (Christian / Muslim) communities from Israeli (Jewish) community, but also separate between Palestinian-Palestinian communities. Segregation based on race, ethic origin and in this case religion surely does not bring security and peace clearly not in the distant future but it seems not even in the near future. However, when segregation is coupled with severe travel restrictions on a particular people and their goods this definitely breads mistrust, alienation, and more instability and hostilities.

Transportation and mobility is a key to peace in the Palestinian West Bank and Gaza. Options for utilizing roads and transport for peace and security for all are explored. Mobility within the West Bank and Gaza is presently impeded by Israeli settlements and military checkpoint; a contiguous West Bank and contiguous Gaza is a basis, which may need transport network innovations. The most challenging is the road network for Jerusalem, especially for Palestinian visiting Islamic and Christian holy sites. The connection between the West Bank and Gaza is also essential for a proposed state with two noncontiguous parts. Many options are possible. Finally international travel and goods movements via Egyptian and Jordanian borders and via airports and Gaza seaport are also essential for sovereignty and stable socioeconomic region. The choices for mobility and peace are numerous but the opportunities are limited and courage and international will is critically needed.

**Effectiveness of Mobility Limitation Policies Against Long Term Approaches
in Reduction of Emitted Pollutants. The Case of Milan Area**

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The paper aims to provide an analysis for different urban mobility policies in terms of local and global pollutants reduction. The paper will estimate the amount of total pollutants emitted in a chosen area and the delta generated by limitation policies (like total area blocks, vehicle plates based limitations, non EUROx blocks, diesel only blocks, city centre blocks, etc...) or by some more long term policies (generally adopted park pricing, finalised car fleets substitutions, public transport fleets renewal, public transport electrification, mobility management). The analysis will provide the amount of typical day emissions with and without the policies, showing which ones are more useful, also considering local starting point (fleets, local transport share, ...).

This allows a general "rank" of possible procedures in terms of emissions reduction in relation with total and transport only sector emissions, showing the real effectiveness of limitation policies, commonly used to manage temporary emergencies in urban pollutants concentration, but that sometimes risk to become a structural policy approach. Some considerations will be also done on the topic of costs and damages distribution

and efficiency for these policies, giving suggestions for more effective and fair mid and long term ones.

The method uses locally adapted Copert III coefficients for road vehicles and ad hoc produced emission coefficients for electric public transport, basing on local energy production mix and public transport modes and vehicles.

The area analysed will be the Milan province (Italy). It's characterised by a wide mid-density urbanisation zone, with some important urban sprawl problems and large use of private cars, around the compact urban area with a massive attraction power and good mass transit services. The car use is more relevant and damage causing for the mobility in the ring area, starting from XXth century urbanisation to the farthest places of radial urban area. The historical centre, even if quite crowded, is proportionally less affected, even if his attraction power is the highest of the region, due to subway and transit systems and effective park pricing.

Short term actions used for pollution reductions are limitations. These seem to be effective, but in very short term only (day by day pollution concentration reductions), while long term effects are negligible. Considering long term policies and projects in the area, some more effective actions are in action or wait to start: mass transit investments, park pricing extension outside the very centre of Milan city and incentives for LPG, NG cars and small electric vehicles introduction, even if not widely applied.

The analysis carried for Milan city and suburbs can be easily extended to other urban areas or to a whole region, simply changing the fleets, the flows reduction assumptions done and the typical characteristics of transit system, emission coefficients and energy mix.

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Planning Transport and Cities: An Evolutionary Approach

For urban transportation planners these are exciting, but also greatly daunting times. On one side, and in spite of all the hype about dematerialization, transport networks appear ever more crucial in granting individuals and organizations the access to the spatially dispersed resources they need to thrive or even just to survive. At the same time, because of a heterogeneous mix of financial and fiscal constraints, environmental awareness and social resistance, the traditional "predict and provide", rational approach to urban transportation planning has come increasingly under fire. Practical concerns are mirrored by more fundamental critiques. These have concentrated on a set of essential, and yet unsupported assumptions. On the transport forecast side they most notably include the assumption that no major, qualitative change will take place in the future in travel behaviour, transport technology, land use and land use transport interaction. On the land use forecast side problematic assumptions need to be made about the future policies of both public and private actors, as well as about the future location behaviour of household and firms. On the policy-implementation side particularly disputable is the assumption that transport and land use policies can be co-ordinated and/or that market forces will warrant such co-ordination. Finally, and connected to the rest, there is the overarching assumption of the existence of a natural state of equilibrium in the transport and land use system.

The central aim of the paper is to explore if and how an evolutionary approach to urban transportation planning can help overcome some of the limits mentioned above. The inspiration is drawn from much more advanced conceptualisations in other disciplines, and most notably evolutionary economics, the application of complexity theory to the understanding of cities, and studies of technological change. Characteristically in all these streams of work, the assumption of (a single) equilibrium as "natural" state of the system is questioned, and attention is rather directed to far-from-equilibrium processes of change. It is acknowledged that different actors can react differently to similar perturbations, depending on the local context and on personal features. Individual decisions

and actions eventually cumulate into development processes that are both path-dependent – as earlier experiences largely determine the response to new stimuli – and unpredictable – as even small, local differences can have big, global consequences.

Underlying this thinking is the recognition that social systems are complex systems, that is, that they are systems characterized by a high degree of interdependency between a wide range of components and processes. Such complexity fundamentally bounds the rationality of actors.

Building upon this line of reasoning, two core-hypotheses are formulated with respect to the object and goals of urban transportation planning. The first hypothesis is that the urban transport and land use system indeed behaves in an evolutionary fashion. The second, related hypothesis is that because of this, urban transport and land use policies need to focus on enhancing the resilience and the adaptability of the system.

Changes in transport and land use development patterns and policies in the 1950-2000 period in the Amsterdam region are analysed in order to test the two core-hypotheses. For the purpose, these are articulated in two sets of sub-hypotheses.

The behaviour of the urban transport and land use system can be characterized as evolutionary because:

– It is path-dependent, that is, existing patterns of transportation networks, land uses and transport and land use policies limit the scope for change
– The system alternates periods of incremental, quantitative change and periods of radical, qualitative change, or system transition phases
– During transition phases both uncertainty and the scope for policies to influence the outcome are greatest
– There are, nevertheless, intrinsic limits to the predictability of such outcome

Because the system behaves in an evolutionary fashion, policies need to:

– Build upon the unique set of opportunities and constraints for change determined by a specific historical development path and local combination of factors
– Increase the resilience of the system, that is, its ability to keep functioning in the face of unexpected change. This is especially important for decisions concerning the shape of transportation networks, as these are the most difficult to change.
– Increase the adaptability of the system, that is, its ability to react to accommodate unexpected change. This is especially important for decisions concerning the regulation of land use, as these are the easiest to change.

In the conclusions of the paper more general implications for research and policy will be discussed.

Multi-Modal Transport Services for Reducing Car Mobility in Urban Areas: A Strategy to Forget or to Strengthen?

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The car has brought us a revolution in social, economic and urban development. And many aspects of this revolution should be evaluated as extremely positive. But there is always another side of the medal. Urban areas, especially those in the developed countries, suffer from the growth in car ownership and the intensive use of cars in these areas. This growth in car use requires an increasing amount of space to facilitate driving or parking. The accessibility of inner city areas is at stake during peak hours, threatening the economic viability of these areas. Further undesirable effects of growth in car use are the production of noise and emissions, the contribution to too many accidents, and the significant limitation of the quality of the public urban space and urban scenery. So, a challenge is to keep the accessibility of urban areas at a good level and at the same time restore the quality of the urban living environment. Transport engineers and urban planners increasingly work together to find pieces of answers. Strategies vary between spatial planning decisions (locations of new living or business areas), pricing the access to areas (like in London), severe parking policies (parking guidance systems

combined with permits and price of parking) or road infrastructure improvements (sub-surface or lifted freeways to separate through traffic from local traffic). These policy measures are based on strong public steering bearing a pushing nature. Car drivers do not have much choice, they just have to comply to the rules set by public transport managers.

The alternative is to introduce pull measures, such as developing and offering high quality public transport or developing a good cycle network, or offering special tax privileges for public transport users or regular bicyclists or concentrating important services (shops, schools, sports) close to the living zones. These policies try to seduce car drivers to switch to other travel modes.

Another seducing policy measure is the development of a system of P&R at the edge of cities. These facilities enable people coming from suburban or rural areas to park their car and switch to high-quality public transport services. In the Netherlands, the P&R strategy is, in general, so far not very successful in terms of the number of facilities being offered and the amount of people using them. A significant reduction of car mobility problems in the urban areas has not been measured yet. In other European countries, it looks almost the same, although it must be said that many large European cities seem to perform better than the large Dutch cities. In The Netherlands, in general, policy makers (and car drivers) seem to be rather sceptical about the system of P&R. This kind of pull measures does not seem to be fruitful.

This observation generates many questions: (1) Is this observation right? Can we substantiate the somewhat desperate feeling that efforts in this field do not contribute significantly to solving the problems sketched before? (2) If we are right, can we explain it? Our assumption is twofold. One part is that our offer to the car drivers is not good enough. The other part is that the P&R system asks for a positive attitude regarding multi-modal travel behaviour. However, the question is whether this assumption fits to the complex spatial behaviour patterns of car drivers. (3) Should we try to strengthen the P&R policy strategy or should we just forget it and focus on the more enforcing spatial and transport measures?

These three questions form the basic structure of this paper. We have been studying the P&R issue in the past years, in particular from the perspective of car driver's choice behaviour. In particular, our focus has been on unravelling this behaviour using empirical data. However, the reflection on the policy making part is also a challenging one.

The paper is structured as follows. First, in section 2 we will explore in more detail recent developments in European cities regarding P&R policies: which policies regarding P&R use do they have and in which extent are car drivers sensible to those policies? Then in section 3, we will describe some of the results of the empirical study of the past years: what did we learn from it with respect to car driver's behaviour and the necessary conditions for a successful seducement of them to use P&R? Section 4 offers a reflection on our findings focusing on the feasibility of the identified conditions. Finally, section 5 finishes this paper with some conclusions and final remarks.

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**Mobility and
the Urban-Rural Continuum**

In the past decades, we have witnessed the greatest increase in population in "urban areas". According to the United Nations Populations Division (2003, 5) around 2007 the number of urban dwellers overtakes the number of rural dwellers. Current geographical and sociological literature suggests that the vast majority of people in Western Europe are leading lives that are essentially "urban" in style.

But how visible is this in the mobility patterns? This paper wants to address this issue for the Netherlands. The Netherlands is a typical example of a low density urbanized area. Since 2002, more people live in an urban setting than in a rural environment.

Does this affect mobility patterns, and if so, how?

There is a vast amount of literature focusing on the implications of living in urban areas in terms of mobility. Research is not unambiguous in its conclusions. Where some authors find clear effects of dense building on observed mobility patterns, other authors cannot find significant effects that cannot be addressed to differences in the population structure.

An important question to answer first is how to measure mobility. An obvious solution is to express mobility in terms of the distance travelled per period of time. However, the number of trips, i.e. the number of goals reached, can be argued to be a better measure of mobility. The paper will provide both measures.

We analysed Dutch mobility patterns of inhabitants of the urban-rural continuum, based on the Dutch mobility survey. This survey annually questions about 100.000 inhabitants on their daily trip patterns. We found that there is a clear effect of urbanisation on mobility. This is not so much in terms of total kilometres travelled, or total trips made, but especially in the division of trip lengths and mobility purposes. Urban inhabitants make more trips with a length under 7.5 kilometre, while rural inhabitants make more trips with a length between 7.5 and 50 kilometres.

An increase in the number of urban inhabitants thus implies an increase in shorter trips. Interestingly, this is a distance category that is served by a broad variety of modes, but most modes do not perform optimally in this range. It is however, a distance range that is very well served by the bicycle, a transport mode with a more than average share in the Netherlands. The ongoing urbanisation thereby offers new opportunities for the bicycle. Meeting these requirements and adapting not only the bicycle system, but also the public transport systems will be one of the important challenges for the transport planners of the future.

Equity Issues and Public Transport Fares: A Broad-Brush Theoretical Analysis

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Financing urban public transport systems represents a relevant expenditure for public administrations, due to the relevant level of subsidy usually required. Although during the last thirty years a great deal of studies has been carried out, the traditional approach starts discussing subsidies in terms of economic efficiency, both on investments and on services, evaluating some economic indicators (as, for example, cost benefit ratio), under an implicit assumption of social welfare maximisation. Equity issues are largely neglected, although they represent a relevant aim for public administrations and policymakers.

The paper discusses equity issues of public transport fares. Fare structures are a relevant way to reach social objectives (as, for example, social inclusion or income distribution). Fare based policies can be used instead of infrastructural investments based policy often performed (as more relevant in terms of impact on voters) reaching the same objectives; nevertheless, they allow to save the so called "option value" (the possibility to modify a policy in the future if not controlled variables changes) and can be implemented in the short run.

The paper develops a theoretical analysis and defines some elements for a policy-oriented discussion, starting from an economic point of view. The paper is not interest in defining the best fare structure, but it provides a broad – brush analysis of several fare policies, showing, for each policy, the distributive effects. The choice between policies is then given to the political level, being no more a technical question.

As the focus is on distributive effects of fare policy, some trade offs could be identified between fare level and provided services or between total subsidy and provided service. The paper is built considering the service and the amount available for subsidisation as a given constraint, showing the effects on equity under this constraint.

The structure of the paper is based on four parts. Firstly, a review of some definitions of

equity is provided. In particular, the following will be discussed: horizontal equity, vertical equity and territorial equity, also referring to different philosophical approaches (Utilitarianism, Libertarianism, Egalitarianism, Rawl's theory of justice …); so, the traditional welfare-maximisation approach is only a possible approach. Secondly, some fare structures are introduced and discussed (zonal fares, flat fares, concessionary fares), analysing the effects on different social groups.

In the third part, a particular focus is provided on territorial and land use structure effects of public transport fares, starting from different "shape" of the city, both in terms of urban sprawl and in terms of human activities. The work focuses, in particular, on less known redistributive effects, showing income transfers from low-income groups to higher income groups. Some empirical evidences are provided.

Finally, some policy indications are given, starting from the main results of the analysis.

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Corridor V Initiatives and Local Policies

What is a corridor?
In everyday language a corridor recalls the idea of a passage. The notion increases in complexity because of its many functions, mainly linked to mobility – such as accessibility, distribution, interchange, transit, origin, destination and interconnections.

The above implies a number of notions which impact on the territory, as well as on decision-making.

One might think of the practical implementation in policy making and introduce the definition of a corridor policy or policies which could imply two opposite notions: a narrow, very transport-oriented one, (an infrastructural notion), and a wider one (related to an extensive notion of the corridor conceived as a multifunctional territorial backbone) which deals with or copes with transport issues within a more general vision of all territorial, socio-economic and geopolitical issues.

This paper retains the latter.

By multifunctional territorial backbone the author means a varied and multifaceted supply of transportation services for goods, passengers, and material and immaterial resources, of high level services (technological research, university centres, health centres, environmentally protected areas, tourism), and logistic centers. This is to say a set of excellent opportunities that could obtain further advantages from increased accessibility, not only through transit, but above all through internal mobility. There would also be advantages obtained indirectly from the infrastructural investments made in order to achieve these same improvements.

This definition recalls the notion of inter-sectorial and cross-scale policies aimed at going beyond simple transit by evoking the concept of territorial integration.

The Corridor V policy, at the moment, consists of a heterogeneous accumulation of initiatives, mostly of an infrastructural nature, in which it is difficult to perceive any possible unifying or co-ordinating logic.

These initiatives, which are mostly on a national or supra-regional level, overlap with territorial policies and projects on a regional and sub-regional level, together with which they contribute to forming a sort of de facto plan with significant territorial impacts on potential local developments and organisation policies that involve private bodies working side-by-side with public ones.

The quality of the corridor policy may be evaluated with a view to the capacity of major territorial initiatives to be integrated into local level policies already underway and to represent an opportunity for the development of new ones.

The aim of this paper is to offer a comprehensive overview of the initiatives related to the Corridor V policies and to illustrate to what extent major infrastructural investments can be conceived and used as a good support for local policies.

The idea the author wishes to develop is to what extent Corridor initiatives could perform a useful role within local development policies as projects ready to be implemented and to be used as aggregation and trigger factors, rather than generating conflictive and disruptive effects.

The belief is that those initiatives could merely be used to sustain and develop local area strategic policies and programs.

Accidents Waiting to Happen: Explaining the Difference Place Makes for Pedestrian Injury and Fatality in Florida

The goal of this particular project is to explain the persistence of Florida's high rates of pedestrian injury and fatality as a result of the interaction between slow urbanism and fast landscapes. The project is situated in a larger one that seeks to test the hypotheses that the urban world is increasingly divided into separate fast and slow realms, a bifurcation produced in part by professional urbanists: engineers, planners, and designers who shape the built environment through practical interventions and a state-administrative apparatus that codifies physical shapes and influences the rhythm of life in the city and the culture of city dwellers by effecting mobility and access. By "urbanisms" we mean to convey both Wirth's sense of the word and its more recent connotation, one that "suggests an approach which comprehends the city as a whole and contains a theory which seeks to explain urban relations" (Lincoln, 2003). This view recognizes Henri Lefebvre and Manuel Castells as foundational thinkers who construe urbanism as a set of spatial relations with profound social consequences. The existing transportation and public health literature on pedestrian injuries, inconsistent and fragmented, has many gaps in regard to place-related variables. Research to date has left the particular attributes of the street environment and the nature of the surrounding landscape unmeasured in regard to exposure to injury.

At the same time, the degree to which the sum of these variables characterizes a location (at any scale) remains largely un-theorized. We employ urban morphological metrics within Geographical Information Systems in order to understanding the place based relationships that underlie Florida differences in exposure, undoubtedly a useful enterprise in a state that persistently hovers at the top of any ranking of U.S. locations for pedestrian injury and death. Extending theories about the production of the urban landscapes leads us to the hypothesis of two antagonistic urbanisms: one fast that responds to exigencies of capital and another slow landscape formed from the residue of formerly productive landscapes, we hypothesize that it is at the frontier between these two landscapes that risk exposure is the greatest. We further hypothesize that pedestrians are persons of limited mobility not just by definition but because they have limited access to automobility.

Finally, it is hypothesized that the gap between aggregated individual mobility and the level of mobility required to negotiate nearby fast urban landscapes explains local differences in the rate of pedestrian exposure to fatality and injury and the increased rates of exposure experienced by the poor, by children, and by the elderly.

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Motorways and Urban Development in Denmark

The paper is an offspring from the Research project Town, Road and Landscape that aims to assess the effect of the Danish motorway network on urban growth and interaction patterns. The Danish motorway network has developed as the aggregate result of a number of piecemeal and ad-hoc decisions, over a period of 50 years. Today is forms a

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continuous network that provides high-speed access to most parts of the country.

The paper analyses the rationale behind the development of the Danish motorway network and the imprint that the motorways has been making on urban development in the past decades (specifically the last 20 years).

The first part of the paper presents the underlying arguments behind the realisation of the overall national motorway network in Denmark. It is pointed out at this point that the discussion of the motorway system is strongly characterised by international references. It is concluded that despite the radical nature of the motorway system and its significance for urban development in Denmark, there has been no broad public discussion of the goals and consequences of the realisation of an overall Danish motorway network.

The second part of the paper is devoted to the analysis of commuting and urban development adjacent to the motorways in the period from 1982-2002. The approach is first and foremost descriptive in that the imprint of the motorway network is highlighted through a number of GIS-based maps of the development in key indicators: the development in accessibility, commuting, employment, building activity etc. It is demonstrated that the motorways have a general influence on accessibility and commuting patterns and that they, especially at the urban level, have a significant influence on urban development. Within the urban area building activities for business uses tend to shift in the direction of a new motorway. There are two main reasons for this – the one being that the municipalities' plans for the location of business activities near the motorway – and the other being that businesses find a location adjacent to the motorway attractive for various reasons.

The projects analysis suggests that visibility/exposure to the motorway is gaining in importance as a rationale for locating on motorway sites. Focussing on the buildings constructed closest to the motorway (within 300 meter) a strong growth in building for different services can be observed. The same trend is likely to exist for offices and it indicates that there is a new type of businesses locating in the immediate vicinity of the motorways. This can be seen as a "side effect" of the motorways ability to generate and to assemble traffic from many smaller roads. The motorways generally becomes the prime interurban routes for most travellers – and (as most people are travellers) – an attractive location for displaying fore instance corporate logos, products etc.

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**Sustainable Urban Environments: Understanding the
Local Level Barriers to Policy Integration and Delivery**

This paper addresses the issues of collaboration, co-operation and co-ordination between agencies that plan for and deliver transport services within the context of European and national policies to manage energy demand and car use. A range of policy measures are being promoted including the use of substitute fuels (biofuels) and modes (train, bus, walking, cycling), and measures to limit unnecessary car use (road-user charging, workplace parking charges, intelligent transport systems).

The system of government in the UK transfers a clear role to public authorities at the local level to implement national targets to reduce CO_2 emissions and transport demand with support for policies that manage demand, modal shift and travel behaviour patterns. The Transport Act 2000 requires all local transport authorities in England (excluding those in London) and Wales to produce a Local Transport Plan (LTP). Each LTP contains a 5-year strategy for the implementation of a programme of transport schemes and policy measures that is consistent with national policy. LTPs cover all transport modes and the integration of modes. Planning for, and implementing, more sustainable transport solutions requires local transport authorities to change institutionally both through external requirements to collaborate with other agencies to deliver targets and measures and internal collaboration to meet sustainable development objectives.

The paper reports on a questionnaire survey of 16 transport planning authorities in the

UK carried out by the authors in 2004. The survey investigated the beliefs and experiences of local authority transport officers by focusing on the technical, organizational and external "barriers" faced in the delivery of transport at the local level. This research was carried out as part of the DISTILLATE research funded by EPSRC.

The research has gone some way to showing that the organisational barriers which hinder local authorities' delivery of sustainable transport may be overcome by the improvement of decision-support tools during key stages in the process. The potential benefits to local authorities range from clearly being able to assess and communicate the impacts of proposed action, through the funding of scheme delivery, to the long-term evaluation of strategies. Yet local transport authorities are increasingly called upon to cajole and co-ordinate the efforts of other stakeholders, whilst at the same time lacking some of the wider instruments (legal, economic, political, technical) necessary to alter the actions of these stakeholders and deliver better outcomes.

The survey has shown that the involvement of external stakeholders is accepted by authorities as an essential part of the decision-making process, and that the case for mutual links being made between other areas of public policy and the transport sector is becoming ever more articulated. The paper will present some of these findings and explore some of the issues surrounding integrated approaches to sustainable transport solutions.

Note: DISTILLATE is the acronym for Design and Implementation Support Tools for Integrated Local Land-use, Transport and the Environment. The research is on-going and is funded by the Engineering and Physical Sciences Research Council.

**Transport Route Europe-Caucasus-Asia and Development
of Pipeline System in the Caspian Region**

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Under the circumstances of forming a new system of multi-governmental economic relations, the development of transport-communication ties is of great importance. In this connection, one can separate out regions, where the construction of transfer lines play a particular role in the economic transformation and development. The Caspian region is among such regions.

The realized programme on the development of transport corridor Europe-Caucasus-Asia (TRASECA) on one hand creates prerequisites for using natural resource potentials and developing cooperation and integration ties of countries, located along the route, on the other hand.

The basis of the transport relations in this region serve as railway and pipeline transport. If in the first case, the main attention is paid to the imperfection of technical service, then in the second one, on the construction of new pipeline routes.

4 intergovernmental pipelines have been commissioned over last 10 years in the Caspian region:
– Korpeje-Kurtkuyu gas pipeline (1996)
– Baku-Novorosiysk oil pipeline (1999)
– Telgiz-Novorosiysk oil pipeline (2001)

As a result, three oil-producing states of the Caspian region -Azerbaijan, Kazakhstan and Turkmenistan started to export raw hydrocarbon.

Taking into account the supposed increase of oil production volume in the Caspian region, there appeared necessity of realizing project on exporting oil pipeline Baku-Ceyhan. The completion of this pipeline's construction will enable to export the oil, produced in Azerbaijan very effectively. It is sufficient to point out that tariff rates constitute 15.67 USD per barrel transit via Baku-Novorosiysk route and totally 3.80 USD via Baku-Cehyan route. Therefore, oil export may be halted in this direction or even its use in reverse direction. Russian-British Company TNK-BP showed interest in this.

With 50 million tons capacity per year, the pipeline will obviously need additional

sources of raw oil supply in the first year of its exploitation (tanker loading is envisaged in Ceyhan Port, in September 2005). To all appearances, the oil companies, working in Kazakhstan will perform such a role. There is already letter contract between Azerbaijan and Kazakhstan on the delivery of Kazakhstan to the terminals of Azerbaijan (terminal in Dubeidi and Sangachal).

In February, 2005, petroleum production offsnore field Azeri. Only in 2 fields (Azeri and Chirag) petroleum production exceeds 11 million tons in 2005. The overall volume of oil production constitutes 24 million tons in the country in 2006. Growing tempos of petroleum production in the Caspian Sea enables to forecast exploitation of Baku-Ceyhan pipeline optimistically.

Iran and Russia tend to exert pressure on oil-producing countries of the region with the purpose to use the territory of their countries for oil and gas transportation. As it was mentioned, Azerbaijan and Kazakhstan are already exploiting the oil pipelines passing via Russia's territory. Turkmenistan in its turn exports almost all natural gas through gas-main pipelines, by transit via Kazakhstan and Russia's territory.

The Iranian side, besides not a big gas pipeline from Turkmenistan, tries to import Caspian oil via Neka terminal, by using "Swap" scheme (oil interchange). This project called "CROSS" foresees oil importation in the volume of 170-370 barrels per day; instead the oil exporting country in Iranian ports of the Persian Gulf will get corresponding volume of oil. However, existing disagreement between the contracting parties in tariffs for transportation complicates the terms of effective project realization.

Despite the expanded geography of the oil pipelines in the Caspian region, terms of using oil-gas pipelines demonstrate indisputable advantages of exploiting Baku-Ceyhan pipeline. Commissioning of this oil pipeline will be the real reflection of the realization of project on transport route Europe-Caucasus-Asia.

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The Paradoxal Role of Infrastructure in the Use of Metropolitan Green Areas by Urban Residents

The green and open space surrounding and dividing city regions is no longer regarded as undeveloped space, but as an important asset for sustainable urban living conditions. Current standards of wealth, dynamics, leisure time and mobility that characterize the Western metropolitan population generate the need and the possibilities to enjoy the presence of green open space. In fact, the landscape in metropolitan areas, although not urbanized in a physical sense, has become part of the urban domain in a functional sense; urban claims influence processes of change in the landscape at an increasingly long range. Ironically, the same processes that give rise to the growing importance of the green open space for metropolitan residents endanger that very landscape: a paradox that can be observed from various perspectives.

This paper aims to reflect on the interaction between transportation infrastructure (and its traffic flows) and enjoying the metropolitan landscape ("MetroLand"). On the one hand, infrastructure enables city dwellers to travel to and within attractive landscapes, while on the other hand infrastructure and related mobility cause constraints to visitor experience of that landscape. Three interrelated topical issues from metropolitan landscapes in the Netherlands are broadly highlighted: vulnerability of recreational networks, emergence of "nature transfer points" and dealing with changing traffic volumes and traffic characteristics in formerly predominantly agricultural areas.

Recreational landscape value is quite vulnerable as outdoor recreation – particularly for hikers, bikers and driving for pleasure – primarily depends on co-using networks of roads and paths that are already present for agriculture and forestry. The dependency on the co-use of physical networks makes recreation in rural areas vulnerable to changes in those networks. A picturesque sandy curved road may be straightened and paved. And a road intersecting a recreational path may become intensively used and

increasingly harder to cross safely. Currently, there is concern on Dutch recreational networks because the rail track manager Prorail for safety reasons is planning to ban crossings of small roads and foot paths with railroads. There is a fear that the recreational value of appreciated landscapes will be seriously damaged because of closing down the rail crossings. But how damaging would this really be? The paper provides field data on the actual impact of such measures.

A second issue is the emergence of "nature transfer points"; parking lots at the entrance roads into national parks that aim to reduce car mobility and parking within those areas, thus relieving the negative impacts of car mobility from city to landscape. A number of these facilities have already been established in the Netherlands and there are plans for more. What are the prerequisites for effective concentration of mobility and what are the results so far? Field data on the use and visitor's satisfaction are provided in the paper.

Thirdly, agricultural buildings in metropolitan landscapes are increasingly being used by non-agricultural residents and businesses, causing the rural road infrastructure to accommodate a volume and nature of vehicles it was originally not designed for. What are the impacts on safety and mobility of these developments? The paper presents a preliminary study into this issue.

The presence of a well-developed road network is a conditio sine qua non for the use of metropolitan green areas by urban residents. This network was developed for mainly agricultural use in the past and it is under pressure now. Opportunities to enjoy the landscape are threatened by changes in the network and changes in its use, reducing the accessibility of green areas and therefore sustainable urban living conditions.

Estimating the Economic Value of Bicycle Facilities: Strategies and Results

This paper reports the results of two different approaches to value infrastructure investments of bicycle facilities. We first use an adaptive stated preference survey to value – in terms of travel time – how much individuals are willing to pay for certain aspects of cycling facilities.

Our second approach uses revealed preference data to measure the effect of cycling-related infrastructure on home value. Results and interpretation of each approach are presented and discussed. The findings suggest that transportation and urban planners and advocates need to be aware of the consequences of providing for bicycle facilities. The change in welfare varies according to features of different facilities and is not necessarily positive for all populations.

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Geographical Bias in Traffic Forecasts: An Analysis of Accuracy in Road-Traffic Forecasts in Cities vs. Peripheral Regions

In a recent study of more than 200 large-scale transport infrastructure projects in Europe and America, Flyvbjerg, Bruzelius & Rothengatter (2003) found considerable deviations between forecast and actual traffic volumes. According to the authors, one cannot fail to notice that the forecasters who work out the projections of large-scale transport infrastructure projects often integrate their own political wishes into the forecasting frameworks. Although sophisticated demand models seem objective and hard to manipulate, it is technically easy to tune the models in ways so that "plausible" or "desirable" results are achieved. Flyvbjerg et al.'s study revealed clear indications of deliberately slanted forecasts among the rail projects, leading to overestimated predictions of the future number of passengers and accordingly of future revenues. For road projects, no similar tendency was found, as underestimation and overestimation of

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future traffic volumes occurred about equally often. However, one may hypothesize that traffic forecasts of road projects too are biased, following a systematic where future traffic volumes are overestimated or understated, respectively, depending on what type of prediction error might present the project in the most favorable light. For example, in cities where there is a goal of curbing the growth in car traffic an incentive may exist to produce forecasts underestimating the traffic volumes on new road links. Based on an extended review of available data from the Flyvbjerg database, this paper investigates the hypothesis that deviations between forecast and actual traffic figures of large-scale road infrastructure projects follow a pattern where the future traffic is underestimated for freeways in metropolitan areas and overestimated in contexts where a high amount of traffic is considered desirable.

Our data provide some support to the hypothesis of context-dependent forecast deviations. In particular, traffic forecasts for toll roads tend to be exaggerated. There is also a tendency, albeit more uncertain, to more frequent traffic underestimation when the road link is located in a major metropolitan area. Among non-tolled road links outside major metropolitan areas we find somewhat more cases of overestimation than underestimation of future traffic volumes, but not the expected higher frequency of overestimated forecasts in areas eligible to economic support from EU's structural funds.

For toll roads, overestimated traffic predictions contribute to give the flattering impression of a project from which high toll revenues can be expected. For non-tolled roads in metropolitan areas, underestimated traffic volumes may give the false impression that the project is consistent with environmental goals of limiting traffic growth in urban areas. At least in Western Europe, such goals have been on the transport policy agenda during the latest ten to fifteen years.

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Decision-making on Large Infrastructure Projects. The Role of Parliament

The preparation and implementation of large infrastructural projects present many practical problems. Beforehand, costs are frequently underestimated and the returns overestimated (Flyvbjerg et al., 2003; Pickrell, 1992; Wachs, 1989; 1990). Nevertheless, this is not a natural phenomenon. The extensive database compiled by Flyvbjerg et al. (2003) reveals that there can be extremely large differences between projects in terms of the amount by which budgets are exceeded. A number of projects, albeit a minority, are actually completed on or under budget.

Recent literature has devoted much attention to budget overruns, partly in relation to the presence of misinformation (for a summary, see Van Wee, 2004b). In the Netherlands, a parliamentary commission (the Parliamentary Commission on Infrastructural Projects (TCI)) conducted an inquiry into the manner in which two very large projects, the Betuwe Railway Line and the HSL Zuid High-speed Railway link, had been conducted. In its final report, the commission identified many shortcomings in the decision-making procedures for such large infrastructural projects, particularly when seen from the perspective of the Lower House of Parliament.

The Commission has put forward an "assessment framework for large infrastructural projects", intended to allow the Lower House greater influence over the decision-making processes and more control over the implementation of the projects themselves.

The parliamentary commission distinguishes the following stages:
– the prioritization phase, including a full ex ante evaluation by adopting a cost-benefit analysis;
– the elaboration phase, including the development and selection of alternatives, the

development of the scope of the project, the time schedule, the financial planning and the risks;
– the implementation phase, including the organization of the project, managing cost control and risks, the development of public-private partnerships and the selection of contractors;
– the operationalization and evaluation phase, including the operation, maintenance, finance of the operation and the ex post evaluation of the decision-making processes.
In this contribution, we examine the Commission's findings in detail and add a number of lessons with a normative character: how can the preparation and implementation of large infrastructural projects be (greatly) improved?
The lessons relate to:
– the determination of usefulness and necessity of infrastructure project (cost-benefit analysis) and the prioritization of different projects;
– the spatial and environmental embedding of large infrastructure projects;
– agreement between cabinet and parliament about the information to be provided by cabinet and the procedures to be followed;
– general instruments to strengthen the position of parliament vis-à-vis the cabinet.
The lessons relate first of all to the Dutch situation. In addition, we try to reach conclusions which have a broader scope: all modern countries with an advanced economy and a strong democracy.

Traveling Patterns Associated with Recent Urban Expansion Projects in the Porto Metropolitan Area

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The usage of public transportation has been decreasing across European Union (EU). Besides this trend, which is visible for more than a decade, a recent report released by the European Commission shows that in the last years there has been a stabilization of the modal shares of transport. In 2001, traveling by car accounted for 70 to 75% of all passenger transportation, while train and bus altogether accounted just for 16%. These values refer to the EU before its enlargement to the East, since these countries have a pattern of transportation that is, comparatively, more favorable to the collective modes. The relation between transport and environment is more and more evident, mainly if we consider the duties that follow the Quioto Protocol, which entered into force last 16 February. With the automobile traffic steadily rising, the emission of greenhouse gases from the sector of transportation has increased some 20% during the last decade, accounting nowadays for 20% of all greenhouse emissions. In much the same way, this sector is responsible for 35% of all the energy consumption in the Union.
The concentration of 80% of the European population in urban areas induces the adoption of consumption and traveling behaviors that are unfortunately more resource demanding. However, higher densities of people, services and labor in geographically limited areas make it possible, through a rigorous territorial planning, to counteract those trends and motivate citizens to choose more sustainable modes of transportation. Of all the variables that can play a role in the decision of the traveling mode by citizens – among them the structure of prices and costs should be emphasized – this article will deal with the urban structure. The main goal of this paper is to test the relationship between recent urban expansion projects and the traveling patterns associated with its residents.
A recent study about the Porto Metropolitan Area showed that its territory is increasingly fragmented and that many new urban projects are distant from existing urban centers. These findings may be correlated to the drastic decrease of public transportation usage – from 48 to 27% – in the area in the last decade. A number of these urban expansion projects in the region will be analyzed according to variables such as proximity to main transport routes and nodes, density (dwellings per hectare), mixture of uses, public

transport accessibility and frequency, etc. This data is afterwards compared with the modal split of the residents in order to portray recent trends in the Metropolitan Area of Porto.

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The Trans-European Transport Network:
Achilles Heel of European Sustainable Spatial Development

This paper returns to a theme addressed by the author in the 1990s (Richardson, 1997). It concerns the EU's continuing reluctance to assess the environmental impacts of the trans-European transport network, now over a decade after the Maastricht Treaty enshrined it as a core instrument in the creation of the single market.
The paper develops several themes: the repeated, unsuccessful struggles to apply Strategic Environmental Assessment to the TEN-T; the strengthening of environmental policy through the SEA Directive and the sustainable development strategy; and the emergence of European spatial planning, which integrates TEN-T into a vision of polycentric, sustainable spatial development. The core question addressed is this: how can the idea of sustainable spatial development be sustained in the EU, when emerging multi-scale spatial strategies hinge on increasing mobility, made possible by TEN-T?
The question is developed by examining the discursive construction of "sustainable" European transport networks, using a conceptual approach which engages with policy language, institutional structures, relations and practices. It charts the separation of parallel policy discourses of environment, economy, mobility, and spatiality across the landscape of EU governance, and explores how they interweave to create a rationale for a monotopic European space (Jensen and Richardson, 2004).
Attention is paid to the integrative role of spatial policy in mediating apparently contradictory policy ideas, as threats of dysfunctional Europe – of congested arteries, network failure, and destabilised economies – are resolved by the smoothing discourse of territorial cohesion, seemingly facilitated by spatial interventions such as the European transport network. The paper draws on analysis of policy documentation, supported by findings of recent monitoring, evaluation and research on the economic, environmental and spatial impacts of TEN-T. It reflects in particular on the construction of certain infrastructure projects as being of European significance – a status that secures them increasingly privileged treatment in evaluation and decision-making.
This analysis sets the context for a discussion of the prospects for delivering sustainable spatial development and mobility in Europe, which engages with the current Commission consultation on the extension of the TEN-T into its enlarged territory (2005).
The analysis suggests the importance of close attention to the knowledge claims which are deployed in multi-level struggles to legitimise the "sustainability" of planned futures.

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ASI Project Asses Implementations in the Frame of the Cities of Tomorrow

Researchers from Austria, Czech Republic, Italy, the Netherlands, and Sweden collaborate in the EU sponsored project "Asses implementations in the frame of the Cities of Tomorrow" (ASI). ASI is centered on quality of life issues and the way they are dealt with in projects aiming to promote sustainable transport. In general, these issues tend to be overlooked by researchers, as they are difficult to measure or quantify. The main objective of this project is to examine whether and how policy makers take into account quality of life effects when designing and implementing transport policies, by reviewing policy implementations in cities that participated in the Cities of Tomorrow programme. Based on this, development of an instrument that will enable decision-makers to better address quality of life issues in mobility projects is prepared, in order to secure public acceptance and promote user behaviour changes.

The project follows holistic approach to sustainability; special emphasis is given to issues of sustainable transport. This reflects the facts that the urban structure directly predetermines the transport system and that the mobility of people and goods has a central impact on the quality of urban environment. Therefore the project clamours for compact, space-saving settlement structure interrelated with an environmentally compatible transport system. Its scientific orientation is determined by the objectives of the EU policies and its inspiration sources could be found also in ecological and architectural movements. Similarly to their typical approach, the project Ecocity intends to realise its vision of sustainable city through planning of an ideal physical structure within a spatially limited model area.

The project answers the following questions:

How do planners and policy makers determine the quality of life-effects of their transport policies?

To what extent do transport policies affect the quality of life of various user groups?

How can quality of life effects of transport policies best be assessed to secure public acceptability and promote sustainable transport systems?

QoL is sometimes related to another concept namely sustainable development. The definition of the latter states that individual needs should be considered and satisfied but it also adds a more long-term view by focusing on the need of both present and future generations. A great deal of work has been done in the area, both on a theoretical and practical basis. Most agree with that mobility is important but that the sole use of the car is not sustainable. Therefore transportation choice is looked at more deeply both when it comes to modes of transport but also how to provide for people with different needs. Researchers have also come to realise that a community can only satisfy the publics needs if the latter are involved in the decision making process. A number of studies present some very interesting results where the community has been involved in the whole process. Some, but not all, decision makers have also started to understand that the success of a project relies on public participation, they do not only help to identify the problems but also to formulate solutions. In addition to this it could be argued that public participation helps to enhance QoL since a number of important needs have the potential to be fulfilled, that is: being able to exert some control, to feel needed and the interaction with others.

In this review of the literature it was not hard to find research projects trying to improve the quality of life of its citizens. Some of these reports use the word QoL but fail to both define and measure it. Others do not use the term in an explicit way but the focus is closely linked to different needs and how they could be satisfied. To allow basic access for both able and disabled people, to reduce emissions and noise, to increase safety and security are some of the areas addressed in these papers. In both cases it is assumed, implicitly, that the proposed implementation will enhance QoL. The conclusion is therefore that this is a field that needs to take a closer look at QoL only then will we be able to monitor, predict and improve QoL.

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Footloose and Forecast-free: Hypermobility and the Planning of Society

The purpose of this essay is to show how extreme mobility can have far-reaching conse-
quences for the organization of society through the several ways time-space compres-
sion undermines administrators' and planners' ability to predict and thus provide mod-
ern and knowledge-based underpinning of collective decisions. The not too utopian state
in which most people behave like they were footloose and fancy-free brings about the
situation in which transport planning would be free from forecasts. What type of deci-
sion-making is prevalent in a society depends on the kind of information available. In
modern, Western-type democracies, it is taken for granted that well informed planning
and decision-making are grounded in reliable predictions of impacts. Therefore, if unlim-
ited mobility undermines predictability, it poses a threat to public planning and demo-
cratic governance. This exploratory essay analyzes planning consequences of the
"death-of-distance" literature. It is clarified how planning might be transformed by the
loss of consequential impact analysis. It is moreover suggested that the likely responses
to mobility-induced unpredictability – private rule-following, public planning ritual, and
government networks of control – would challenge democracy.
The link between unlimited mobility and unpredictability is here studied through three
mechanisms: Unlimited mobility (1) makes travel patterns anarchic and undermines
impact assessment, (2) makes individual preferences anarchic and makes democratic
decisions potentially arbitrary, and (3) makes circulation networks convenient tools for
criminals, rendering society vulnerable to surprising and destructive grand-scale strikes.
Summary of the basic argument:
The first section defines mobility as "potential" transport, the ability to travel, which
underlies the widespread tendency to acclaim the maximization of mobility as a social
goal. The ensuing sections examine the hypothetical situation in which this goal has
been achieved. The causal relations from extremely high mobility to its social conse-
quences work through loss of predictability, and these relations are outlined in three
sections. The first of them argues that the travel pattern of well-informed individuals is
rendered unforeseeable by unlimited mobility. This causes problems as most transport
related policies rely on traffic forecasts. The next section shifts the argument from the
individual to the collective level and maintains that higher mobility tends to differentiate
individual preference orderings. With "anarchic" preferences, democracy becomes vul-
nerable to decision cycles, leaving the social outcome arbitrary and thus unpredictable.
Thereafter, it is argued that fast connections facilitate the operation of dark networks
which are capable of striking more destructively and more unpredictably as nodes prolif-
erate and their proximity increases due to higher speed. It is then asked what might hap-
pen to transport planning when forecasts are no longer available. Is there a non-conse-
quentialist foundation for planning, and what would such planning look like? The mod-
ern argument that forecasts spell failure is considered. It says that man should take
command of his life through sheer acts of willpower – social plans – rather than bother-
ing with forecasting the most likely development. The conclusion is that there is a rather
paradoxical contradiction between unlimited mobility and the Enlightenment project of
self-determination through knowledge-based social decisions.

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Planning Indicators as a Tool for Evaluation of the Location of Nodes
in the Public Transportation System and Land Use in Connection to these Nodes

How attractive and accessible a railway station will be to the general public is deter-
mined by the location and design of the station and the land use in the precincts of the
station. An efficient spatial planning in areas near nodes in the public transportation
system is therefore an important measure to influence modal choice and favour public
transportation on behalf of private cars for personal transportation.

The aim of the project is to test and further develop planning indicators that describes physical factors that have an impact on the use of public transportation. The project also includes the task of developing a model for the application of planning indicators in comprehensive planning on a strategic level. The model shall be applicable in comprehensive spatial planning carried out by the municipality as well as in strategic planning carried out by the Swedish Road Administration.

In the project case studies are used as a starting-point to evaluate a range of physical factors and the way they interplay. The acquired knowledge can be used to decide in what extent planned locations of nodes of public transportation system, and changes of land use in connection to these nodes, will result in an increased use of public transportation. The project shall also give in depth knowledge about the general field of application for planning indicators. These indicators can be used as tools to estimate the present situation regarding different objectives as well as consequences of different spatial planning alternatives and strategies.

Factors that are known to influence the accessibility to public transportation and/or influence the amount of potential public travellers are studied in the project. The location of large workplaces and major destinations as well as the potential for increased density and mixed land use are examples of factors that are studied and translated into planning indicators. Indicators that describe the ease of orientation and the efficiency of the pedestrian and biking network are evaluated as well. The study has a special focus on the area within walking distance, 600-700 m, from a railway station/node in public transportation system. This station-near area is considered especially valuable to locate businesses that generate a lot of personal transports.

A set of approximately ten indicators are tested in three separate case studies that involve communities of different size and with slightly different planning issues and conditions. Thereby we hope to get a rich material to evaluate the relevance and usefulness of the proposed planning indicators. Some preliminary results from the case studies will be presented on the poster/paper.

**The Motivations of
Urban Travel Behaviour**

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In recent years, mobility patterns have undergone significant changes. Travel has been rising, presenting more complex patterns and becoming more difficult to predict. The escalating use of the private car for the satisfaction of ever-growing travel needs has, among other factors, contributed to traffic congestion, air and noise pollution and, indirectly, to the physical expansion of the existing and the emergence of new urban areas. In many cases, the consequences of the generalised use of the private car have been responsible for undermining the quality of life and the economic competitiveness of our cities and regions, not to speak of the negative impact on the overall sustainability of the urban systems. It is, therefore, important to address and accommodate our increasing travel needs within the framework of sustainable development. The choice of urban mobility policies or measures can no longer be solely directed towards fighting the effects of current travel patterns without an understanding of the travel reasons and motivations underlying these patterns, recognising that this understanding would allow a broader knowledge of the effects and, thus, of the effectiveness of these policies.

The aim of this paper is to explore the motivations of urban travel behaviour in order to define a conceptual and methodological framework to be used in further research aiming at the design of more efficient decision support tools for mobility policies. This investigation is based on a broad literature review on the main reasons and motivations influencing individual travel behaviour that, in practice, are being responsible for increasingly complex urban mobility patterns. The three main aspects influencing travel behaviour identified in the literature review are land-use patterns, urban transportation systems

and the socio-economic, demographic and cultural characteristics of the target population. Our literature review engaged in a search for evidence of the actual effect several factors or variables from each of the three general aspects referred to above (separately or in combination), have on individual travel choice and on aggregated travel patterns. This search was geared towards the identification of the most relevant variables to feed travel behaviour models and decision support tools.

The wide and complex range of factors and variables able to influence individual travel behaviour, identified throughout this study, justifies the need for a thorough exploration of the most significant travel motivations in order to design effective policies responsive to current urban mobility problems and conflicts. Our literature review has found that, so far, and despite of extensive and worldwide efforts to understand the combined and overall effects of land-use, transportation systems and the socio-economic and cultural profile of the population on current patterns of urban mobility, there is hardly a consensus on the main factors influencing travel behaviour. This lack of consensus is extensible to the methodologies and to the variables that have been used in numerous case studies found in the literature. Clearly, this crucial research is missing a solid methodological and theoretical foundation to back the formulation of mobility policies engaged on the sustainable development of our urban environments.

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Transport, Communication and Accessibility:
A Review and Assessment of INTERREG III Projects

INTERREG III, a European Community initiative, aims to stimulate interregional cooperation in the European Union between 2000 and 2006. It is financed under the European Regional Development Fund (ERDF) and designed to strengthen economic and social cohesion throughout the European Union by fostering the balanced development of the continent through cross-border, transnational and interregional cooperation. The INTERREG III initiative has a total budget of over EUR 6 billion over the period 2000 to 2006. The budget and programme is divided into three strands (A, B and C), which support cross-border, transnational and interregional cooperation respectively. All three strands are intended to encourage harmonious and balanced development of the European territory. The budget for Strand A (cross-border co-operation) is the largest of the three strands accounting for approximately two-thirds (67%) of the total INTERREG budget. The budget for Strand B (trans-national co-operation) is just over a quarter of the total INTERREG budget (27%) and the budget for Strand C (interregional co-operation) is the smallest of the three strands and accounts for around 6% of the total INTERREG budget. Transport, communication and accessibility is one of the key priorities of the INTERREG III programme, particularly in Strand A and Strand B. Improving transport (particularly measures implementing more environmentally friendly forms of transport), information and communication networks and services and water and energy systems is one of the eight priority topics of Strand A (CEC, 2004:5). Promoting efficient and sustainable transport systems and improved access to the information society is one of five priority topics of Strand B. Whilst transport, communication and accessibility is less explicitly mentioned as a priority area in Strand C of the INTERREG III initiative, it is nevertheless an important area for possible funding, since it has links with most of the five main topics for cooperation of Strand C identified in the 2001 Communication from the Commission to the Member States concerning Strand C (CEC, 2001:3-5).

The paper reports on part of a study carried out during the first half of 2005 for ESPON (European Spatial Planning Observation Network) and INTERACT (INTERREG Animation Cooperation and Transfer). The paper reviews and assesses existing INTERREG III projects (IIIA, III B and IIIC) dealing with transport, communication and/or accessibility, and identifies:
– the types of projects being carried out in this area and their spatial coverage

– examples of innovation amongst these projects
– gaps in the area of transport, communication and accessibility that projects have so far not addressed
– possible new directions for future INTERREG projects
The paper draws on material from a desk-based literature review of INTERREG III projects, questionnaires sent to INTERREG III project coordinators and stakeholder workshops involving project coordinators, academics and INTERREG programme administrators.

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Urban Transport Systems and Policies Social and Economic Development Impacts

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The assessment of urban transport systems and policies is usually linked to transport performance. However, urban transport systems and policies can have wider social and economic development impacts, not only along the corridor or within the areas that are designed to serve but also throughout the city-region and through time.
This paper is based on the TranSEcon project which was commenced in July 2001 and was completed in February 2004. The TranSEcon (Urban Transport and Socio-Economic Development) project funded by the European Union's 5th R&D Framework programme, aimed to assess the socio-economic development impacts of urban transport systems and policies, by developing and implementing a comprehensive methodology based on available evidence from implemented systems in 13 European cities (Athens, Vienna, Brussels, Helsinki, Madrid, Valencia, Manchester, Newcastle, Lyon, Stuttgart, Delft, Zurich and Bratislava). These case studies include a wide range of city type and size, transport systems and policies and urban-regional planning characteristics. The aim of the selected case studies is to be able to draw general conclusions applicable to urban areas in Europe. The TranSEcon project also aimed to improve the information to policy makers about the implications of major changes in the transport offer and the opportunities for, and the effectiveness of, transport policy measures. The project is policy-driven and it involves policy-makers from the EU Member States (i.e. city authorities related to the case studies as well as city and transport associations). The project output contributes to the reconciliation between increased demand for transport and the need to reduce its impact on the human and social environment and assess the transport impacts on social and economic development. The synthesis of the project results should help decision-makers to promote sustainability from an economic and social point of view. By assessing the socio-economic impacts of transport policies and investments and presenting these findings to the city and transport authorities, enhanced efficiency and quality, cost-effectiveness of transport operations and infrastructure could be facilitated. The knowledge about the expected impacts would empower decision-makers to better cater for future mobility needs, maximising the positive outcomes (e.g. employment generation, economic growth and competitiveness of the area, urban re-generation potential) and minimising the negative ones (e.g. loss of jobs, economic decline, urban decay and/or sprawl, social exclusion).

The TranSEcon approach is not to concentrate on the normal transport-related impacts (e.g. modal split changes, accessibility improvements, time savings, vehicle operating cost changes, environmental and safety benefits, revenues and financial concerns). Instaed, the TranSEcon approach is driven from a multi-disciplinary perspective requiring inputs from: urban and regional planning, sustainable development, urban re-genera-tion, sociology, macro-economics, development economics, labour economics, political science, decision making, organisation and institutional development. The implemented systems are evaluated in terms of impacts on policy, employment, urban regeneration, economic development, supporting institutional and organisational frameworks and city governance. The thematic assessments are combined into a multi-criteria overall socio-economic assessment.

The paper presents the multi-dimensional appraisal methodology and discusses the results from the case studies. The implications of the findings for the ex-post appraisal of urban transport systems and policies are highlighted. Methodological advice for urban authorities regarding transport policy formulation and implementation and infrastructure / systems provision is given, concerning the potential social and economic development impacts.

The TranSECon partnership comprised 18 organisations (6 Universities, 2 Research Centres, 8 consultancies) in 10 EU member states and Switzerland.

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Examining Space-time Sustainability:
Using Temporary Populations as Indicators of Sustainability

Changing infrastructure networks dramatically, but highly unevenly, "warp" and refashion the spaces and times of all aspects of interaction. As a result, the opportunities for par-ticipation in activities and travel in a network society have become highly fragmented in space and time. Paralleled by an increase in the heterogeneity of social networks as many new groups and lifestyles sprung up within society in the last few decades, these developments have led places in contemporary society to be increasingly structured around and by highly divers (rhythms of) flows of people, goods, and information. This interpretation implies that, in a network society, large differences develop in the ways in which residential populations and temporary or visitor populations use places.

The consequences of these developments for a wide range of economic, environmental, and social issues are eminent. First, places may show an increasing uncoupling of eco-nomic threshold, the supply of goods and services, and residential population size. Second, the environmental performance of places has strong associations with the trav-el patterns and mode choices of their visitors. Finally, socio-spatial segregation in a net-work society is not so much related to all activities taking place at one single location, but rather to the spatial networks of particular social groups barely overlapping.

In this study, using the 1998 Netherlands National Travel Survey, we investigated the economic, environmental, and social performance of places by looking at the behavioral characteristics of their visitor populations. After having identified sustainability goals, we developed a framework consisting of four sustainability indicators and related these indi-cators to a typology of urban, suburban, and rural municipalities based on diurnal week-day variations in visitor populations in the Netherlands for six representative one-hour time periods. The indicators chosen are shop floor productivity, transport-related energy use per visitor, travel time ratios for different activity purposes, and homogeneity indices for gender, age, and household income. The aim of this study is not so much to provide an extensive overview of sustainability indicators, but rather to show an alternative approach towards perceiving the sustainable or unsustainable performance of places and their populations.

The results show that large differences exist in the economic, environmental, and social performance of municipalities that are riding the waves of the network society and those

that are not. More in particular, the contemporary nodes in the Dutch network society combine an efficient economic functioning with considerable transport-related environmental costs. The more "traditional" suburban and rural municipalities are mainly characterized by a combination of social homogeneity in public space throughout the day and relatively little transport-related energy use per visitor.

The Impacts of Major Transportation Infrastructure on the Form and Function of the Urban Space: The Case of the "Athens Urban Freeway"

The scope of this paper is to examine the array of impacts generated by the construction and operation of large-scale transportation projects inserted into the urban fabric by concentrating on issues of traffic accommodation, urban development change and environmental improvement.

Increased traffic flow problems, associated with the growth of personal mobility, dispersed development patterns, increased car ownership and behavioral patterns have become a major challenge for the organization and function of urban regions. Their accommodation must address issues related to congestion and energy costs, accessibility and the quality of the urban environment and therefore, relies on the development of integrated transportation strategies that combine the use of mass transit and roadway networks.

In an attempt to address ever increasing congestion problems in the greater Athens metropolitan area, public authorities implemented in the "90"s the design and construction of an urban freeway in order to bypass the city centre and improve overall traffic conditions. The construction and operation of the 65.3 km long urban highway, the first Public Private Partnership BOT highway project in Greece, drastically changed the landscape and form of the entire metropolitan area bisecting residential areas in many municipalities on the premise of achieving economic, transportation, spatial and environmental goals.

The objective of this paper is to study the complex relationship that exists between large-scale transportation projects and the form and functioning of an urban region using the Athens urban freeway as a case study. The paper will firstly analyze the planning, design, construction and operation of this urban highway project in terms of its spatial, financial and operation parameters, and secondly it will assess the impacts of this project on:
– urban development trends (i.e. land use changes, growth of new activity centers)
– traffic flow and accessibility in the greater metropolitan area (i.e. reduction of traffic congestion), and
– the urban environment (i.e. air pollution and noise levels)
The analysis will rely on available field data, such as traffic counts, air quality measurements and land use data as well as on secondary sources. Based on the findings of the above analysis, an attempt will be made to evaluate the policy of promoting the construction and operation of this project in view of its initial impacts and of overall transportation policies and trends developed at the European level.

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An Exploration of Identity in Personal Mobility Practices

Achieving a sustainable transport system is problematic. Road traffic in the UK increased by 79% between 1980 and 2003 (DfT, 2004b), and while there are initiatives which aim to improve transport services, the real cost of motoring continues to go down whilst the cost of traveling on buses and trains increases. Changing travel behaviour (and, indeed, any behaviour in an environmental context, such as recycling) through

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economic and structural measures is increasingly being recognised as insufficient to provide long term change. 'Soft' measures, such as workplace travel plans, are being increasingly considered as a less adversarial way to reduce reliance on private motorised transport (DfT, 2004a). These primarily focus on trying to affect attitude change through raising awareness both of alternatives to the car, and of the social and environmental consequences associated with excessive single occupancy car use. Whilst attitude change is necessary for a sustainable alteration in transport behaviour, research suggests that it is not sufficient - environmental attitudes and understanding do not necessarily promote change to a more sustainable behaviour (Barr, 2004). In addition, there has been some suggestion that researching attitudes does not provide the necessary insight into, 'how persons who are multifaceted and embedded in the social structure guide [their personal mobility] choices' (Stets and Biga, 2003, p399), but that this can be provided by an investigation into identity. My research will expand this position to explore identity in relation to environmental knowledge and personal mobility choices through solicited diaries and in-depth qualitative interviews. The key challenge for the research has been to develop a workable approach to researching identity in relation to mobility. The pilot fieldwork will experiment with using Jones and McEwen's (2000) conceptual Model of Multiple Dimensions of Identity to explore aspects of individual identity in relation to mobility. This workshop would be an opportunity to outline the complex conceptual and methodological considerations inherent in researching identity in this fieldwork, and to discuss how the research design can be refined following the pilot phase which will have been completed before the event.

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Track 8: Urban Design and Physical Planning

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List of Abstracts for Track 8

Statement of Track Chairs

More than in almost any other area of planning, the enlargement of the European Union has highly visible potential consequences in the area of urban design and physical planning. If built form can be taken as an expression of cultural identity and therefore cultural difference, the question arises of how a unified entity such as the EU might accommodate such difference. This is particularly pressing given the size and cultural diversity of the enlarged EU territory. The idea that design as it is both taught and practiced can be harmonised across the continent presents interesting cultural and moral questions for an institution which, at its heart, is essentially liberal in conception and ideology. Combined with this, there is an additional tension in certain regions of Europe in which the forces of a more global capital create or legitimate styles and forms of production that have little if anything to do with any "native" European culture.

We must also consider the fact that the enlarged Europe now includes states whose built form has been generated by very different systems, with very different expectations. For example, on the one hand in the UK we have experienced, in the recent past, political ideologies giving free range to the market to determine what gets built – London Docklands being only the most obvious case. On the other, we have former Soviet bloc states in which the main ideological justification has been to improve the living conditions of the mass of workers based on a debased and functionalist-predicated international idiom at both building and city level.

A third issue in an historically diverse Europe is that of what we can term the differential autonomy of designers – from technocrats to artists – in different European countries. Design, on the one hand, as a product of a stern technical rationality premised on false and highly reductionist notions of efficiency; and on the other the idea of the individual designer as a heroic figure with a vision of an utopian future. Between the two we have a third and increasingly powerful style of place-making which is essentially a product of a curious combination of the morphological approach with the idea of community empowerment. The New Urbanism promises to deliver both sustainable communities and places that belong to a place-based tradition of built form. This is an Anglo-Saxon and empiricist model of good practice, compared, say, with the French centrist design tendency favouring Grand Projets as statements of nationalistic culture.

So, there are two main questions for this track:
– What is the role of urban design and physical planning in an enlarged Europe?
– And how do we reckon with the possibility that such an enlarged Europe through its interest in bureaucratically harmonising practice and education will submerge local difference in the name of an anonymous efficiency – that is, what role and what powers does urban design have to prevent the dream of an enlarged Europe becoming a nightmare of well managed but de-differentiated space?

The track chairs therefore invite papers addressing the following themes:
A – The cultural specificity of urban design as an expression of particular national or regional identities, both in terms of the form and meaning of public space that it advocates and in the institutional frameworks within which it operates and is implemented
B – The question of the limits to harmonisation of urban design within a more unified and at the same time enlarged Europe
C – The role of place-based communities in the legitimation of design
D – The capacity of existing training programmes in different design/planning cultures to deliver good urban form
E – Best practice in urban design
F – Methods for evaluating design
G – The expert vs. the public: competing forms of knowledge in the context of place-making whose consequences must be lived with by the public
H – Planning as policy formulation and planning as spatial practice.

**Rapid Development: Transformation of
Open Spaces and Consequences for their Qualitative Perception**

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The open public spaces of a city reveal its image to residents and visitors, and are the prime element for its identity. Their access, scale, use, identity, and their structure within the city define their basic characteristics. Changes (modifications, transformations, alterations) in the elements of the open space or in the surrounding areas disturb, in various degrees, their qualitative perception. It is observed that the rapid transformation of the cities in the last 10 years are made consistently at the expense of open spaces. Open public spaces become increasingly enclosed and lose important qualities. This affects directly and in multiple ways the everyday life of their users and other residents. The common open spaces have always been an appropriate research subject for various knowledge fields, among scientists with various specialties, artists, authors, and people of different political ideologies, social backgrounds and traditions.

The characteristic example of the Venice Canals in Venice, California, a historic and unique neighborhood of 300 people, is especially timely today, when rapid development changes its picture. Although the neighborhood retains its initial 1905 map with its six uniform canals in a regular orthogonal grid, its built environment has been transformed. New, massive mansions are erected in the place of the original, small, traditional one story houses, on small lots, with no respect to the local traditional architecture and the scale of the private and public space.

It is attempted to evaluate comparatively the open spaces and the canals of the neighborhood, before and after the period of massive development (1976 - 2000 - today). The primary characteristics of their elements as well as their boundaries are examined. Evaluation criteria are scale, structure, spatial orientation, time and history, relation of the built and open spaces, authenticity, and identity. The comparison of the past view with the fast changing present and the immediate future, where three story mansions replace all the old houses, has irreversible consequences for the neighborhood, (morphology, green spaces, ventilation, identity).

Of special interest in the research is that the architecture of the new houses uses extensively glass in the exterior walls. This exposes their interior to public view. This phenomenon creates questions. It unveils a new way of residence and a different relationship between private and public space. This new situation in a historic neighborhood creates conflicts and contradictions and, in particular, divides the people living there (the old and the new residents).

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Shrinking Cities and the Need for a Reinvented Understanding of the City

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The cities of today are facing new challenges, where among others the increasing globalization is affecting the development of the city. One of the aspects of globalization is the

tendency to concentrate growth and development in spots with a high density of people and capital. This development leads to a declining population and economy of other cities and these cities are denoted Shrinking Cities.

The problem of Shrinking Cities has most frequently been a problem in the Western industrialized areas, however, since the fall of the Berlin Wall, there has also been a rising frequency of Shrinking Cities in Eastern Europe, and today it has become a world-wide problem that also influences countries like Japan and South Africa.

The problem of Shrinking Cities has not become visible until recently, and the new focus on these cities has raised a debate regarding how to work and design for cities in decline. In this debate, some of the general assumptions about the city and how it is understood and worked with are questioned. In this paper, the focus will be directed towards two themes that both need to undergo reinterpretation and processing in order to be able to incorporate the concept of Shrinking Cities into the existing theory and understanding of the city.

The first theme is concerned with the physical understanding of the city, where there is a need for a reinterpretation of the traditional understanding of the city as a high density area with buildings as the dominant structure. In the past, Lewis Mumford, among others, has been of the opinion that the city was a physically dense settlement (Oswald and Baccini 2003).

Cities that suffer from decline have often undergone some obvious physical changes, where huge areas of the city have been abandoned. These abandoned areas, could give rise to a reinterpretation of the physical structures of the city. It also questions the understanding of a city as existing of a centre and a periphery, since it may be more suitable to enhance a poly-nuclear understanding, where the city is seen as enclaves connected through different networks. This understanding is shared by Steven Graham, among others, as he states that we live in a more undefined and fractured society where the urban periphery can be the centre and the centre can be the margin (Thomsen 2002).

The second theme points to the need for a discussion regarding what we are planning for when developing the cities. In the past it has been the rule that the objective for city development has been growth and expansion. By using traditional architectural, political, economical and planning principles, it would be the objective to reverse the shrinkage to growth, and the way in which this objective can be met by the use of architectural principles would have to be through new developmental inventions. The assumption that growth is the overall objective does not seem to be sufficient when considering the Shrinking Cities phenomenon, because it presupposes an adjusted approach to the city, where it seems more comprehensive to see the contemporary city as influenced by both growth and decline.

In the previous work on Shrinking Cities, the method to change the decline has been through development and growth. This approach is evident in USA where the plan for these declining cities has been to revitalize the affected areas. Examples of this kind of revitalization are Baltimore Inner Harbour and the Renaissance Centre in Detroit where the inner city has gone through a not so successful change in both cases. Both cities still suffer from decline, and this indicates that the traditional assumption that cities only can develop according to growth is not comprehensible when working with Shrinking Cities. It also indicates that there is a need for a reinterpretation of both how to understand and how to plan the future cities.

The objective of this paper is to discuss the necessity of a reinvented approach to the city and, in particular, Shrinking Cities. The understanding of the contemporary city and what consequences the Shrinking City phenomenon has on the traditional perception of the city will be reviewed. In the planning and development of the city, there is a need for new visions and objectives and, thus, an interdisciplinary approach could be taken into consideration. There is a need for an adjusted understanding of the city when we consider architecture, planning and urban design and incorporate the concept of designing for and with "shrinkage" in mind. This could lead to a more interactive theory and plan-

ning tool, which could be taken into consideration when working both with growth and decline.

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The Role of Urban Design Plans in Development and Regeneration: The Example of Contemporary British Masterplanning

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The purpose of this paper is to explain why there has been increased interest in using urban design strategies and plans in large development and regeneration projects. In doing so it is also necessary to reveal the different ways in which such plans are used and offer some interpretations as to the significance of this town planning theory, practice and policy and to wider society. Understanding this type of plan-making will also contribute to the wider knowledge about the forces that are shaping urban planning policies and practices. This is important because the nature of plans affect the quality of the local environment and the quality of life experienced in those places. It is also important because plan-making reflects the values prevalent in society.

The research is based on the example of masterplanning in Britain. Since the mid 1990s masterplanning appeared to be more common in the development and regeneration lexicon in Britain. It was assumed that both wider economic and political forces and the motivations of individual agents involved in policy and in masterplanning itself will have both played a part in the revival of this type of urban design plan. As a result, evidence was sought for three distinct sources: (i.) a survey of national press reports relating to masterplans. (ii.) interviews with key national informants involved in planning, development and regeneration policy and practice. (iii.) documentary analysis and interviews relating to specific cases of masterplanning (in Bristol and in Sheffield).

A number of factors have contributed towards an upsurge in masterplanning large development and regeneration projects in British cities since the mid 1990s. On the one hand, a renewed interest in urban design has brought about a re-invented form of masterplanning in Britain, through specific policy measures and the realisation, by some developers, of the economic value of masterplanning. Urban design has been a response to poor quality built environments and has been promoted by distinct professional and political networks. The realisation of the value of masterplanning has been affected by the shift to a consumption oriented economy as well as distinct property market changes such as larger development companies, larger development projects and the greater likelihood of longer-term financial stakes being held in development projects.

In addition, the increased reliance on public private partnerships to deliver urban regeneration has also brought about greater masterplanning activity, as the plans have assisted in the processes of sharing resources, enlarging budgets and building confidence for investment through seeking local consensus. These processes have been accelerated by the proliferation of different agencies, the requirement to "bid" for regeneration monies and the more general shift by local authorities toward promoting development.

Optimistically, this means there is renewed interest in creating quality built environments and in using a shared plan to achieve collective aims. More worryingly, it points towards a return of planning as "big architecture" and also to the influence of large development interests in the planning process. This contributes to an understanding of contemporary masterplanning in itself, as one example of an urban design plan. It also contributes to debates about changing styles of urbanism, the perceived value of design and plan making in development and the way partnerships work.

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Back to the Future of New Belgrade: Functional Past of the Modern City

When contemplating the future of cities, are we not, at the same time, critically considering its present as well as its past? And, to the extent that the focus of our vision is a modern city, how do we see the future of the city such as New Belgrade, which itself is a modern, functional city, planned and constructed in the socialist Yugoslavia in the second half of the twentieth century? Furthermore, having in view the recent change of paradigms, i.e. the break-up of the former Federation, the change of socio-political conditions and the consequent change of the concept of modernity, the fascination with the future may well benefit from closer inspection of the vacillating narrative of modernity and strategies of modernism, as they have been unfolding in the planning and construction of New Belgrade.

It could be argued that the principal failure of New Belgrade is its functional incapacity, more precisely, its failure to develop as a complex spatio-urban structure of multiple functions, which has consequently put strain on the social life and movement of the community. The issue of re-functionalisation, thus, predictably becomes central in the contemporary discussion on the future of New Belgrade. Yet, could we propose that, paradoxically, the main resource of New Belgrade is that it is "unfunctional", and that its main potential for the contemporary re-functionalisation is that it is an "unfinished" modernist project?

The most obvious questions which could be posed with regard to this are: How will re-functionalisation deal with the concept of the modern city?; What new/contemporary strategies of conquering the modernist open/empty space can be invented?; What impact will the new development exert on the open plan of the modern city? And, perhaps, most importantly, what new concepts are investigated and set for what is actually being designed and constructed?

What is seen on site of New Belgrade, is persistent, street by street, block by block advancement of new development. On the one side, the open non-private space of community, that notoriously not-cared for common space of the housing blocks is rapidly being consumed by the commercial drive of the private capital expanding its boundaries into the green areas in public/social property. The common ground of the secular city is being partitioned off for consecration of sites where urbanisation means de-secularisation. The planned public space is divided into private building plots. On the other side, what was deemed the failure of the mega housing blocks, segregation of the housing function, lack of central urban functions, alienation, lack of identity etc., is not being addressed at all. Instead, the events as from the beginning of 1990s brought in spatial disorder and unplanned physical development, grossly reproducing an emerging societal anomy and other turmoil of the "primitive postsocialist/communist capitalism". The blocks are left to decay while being cordoned off by the entropic development of notorious grey economy shanty town. Where the presumed failure of the architectural and urbanistic solutions could have been put to test of modernity outside definite political situations, is in the rethinking of the critical concepts addressing the problems of a modern city. But, instead of generating critical concepts, New Belgrade is facing the crisis of non-concept. This being the case, would we not come to a better understanding of the contemporary situation if we were to propose that the issue of re-functionalisation calls for an invention of new and alternative strategies of modernisation, albeit those critical of the original modernist concept.

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Great Gifts Come in Small Packages:
Opportunities from the New Countries to European Urban Design

The early EU states were the ones with the majority of the largest European cities as London, Paris, Rome. Besides having the largest metropolis they also contained a great

number of large cities and large urbanized environments. Europe was mostly the reflection of the largest urban areas. The focus in urban policy and urban design was certainly from the perspective of major urban conglomerations. One aspect of the changes after 2004 is that the new countries bring to Europe a context made up of smaller cities, of lower densities, of diffuse inhabitation and by contrast, rich either in natural elements or in urban morphology. The large city model ceases to be the norm, and different settlement patterns arise at new level of attention. This scenario could create great opportunities for contextual design at different levels of the urban region, the community, the neighborohood. Places once considered peripheral are now in their own right places where European programs will be planned and developed. These places will require creative approaches of investigation and the knowledge of contextual characteristics so gained will benefit also design processes for the larger cities. In some countries, for example Cyprus and Malta, attention will be developed to architectural influences carrying historical significance that are still highly visible. In other countries, as in the former Soviet bloc, in the past urban form was not a priority. Here instead it will be the frequent presence of natural elements, that was due to the lower density, that will offer great opportunities of nature integration in new urban configurations. The shift in emphasis to smaller urban areas will force more attention to the details of designing with natural elements, which have been overlooked in large cities. The attention to natural processes will be now of extreme interest in a more environmentally oriented ecological urban design, merged with local detail in the urban fabric. The methods and techniques developed will contribute first to the desired development of the localities in the new countries in a sustainable way. It will contribute also to the process of adding new qualities to the cities of the old Europe where the largest metropolis, because of growth pressure, have struggled with maintaining a urban form at the scale of the inhabitants and of the natural elements that formed their original land base. The new countries are now offering the opportunity to look at this side of Europe to rebalance urban form.

Against the Great Divide: New Mission of Urban Design beyond the Boundaries

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The statement "the enlargement of the European Union has highly visible potential consequences in the area of urban design and physical planning" arouses the question concerning what role the field of urban design may play under changing conditions today. However, the notion of change is quiet comprehensive as referring to current market-led conditions on the one hand, and the conflicts to be encountered between the nature of urban design activity and the efforts to harmonize its practice and education beyond the boundaries, on the other.

As a bridge between planning and architecture, urban design originated in academia with the intention to let the city gain back its notions of design, a problem that still exists even after the birth and rising importance of such a field. Against the great divide in architecture versus planning, architects vs. planners, the city in real vs. ideal , the realities of developed vs. developing countries, between market-led vs. public-led processes, and more significantly beyond different boundaries (as required by considerations of a greater Europe), urban design appears to be in need of a considerable change in both professional and practical terms. Moreover, recent trends imply that complexity of contemporary urbanism requires collaborative modes of action, where related opportunities can well be offered by the field of urban design.

Prior to probing the future of the field in changing circumstances, there shall be several statements made to frame the main discussion to be held in this paper.

i. The first statement is based on the relationship between urban design and the market. No matter where, whether in a developed or a developing country, the fact that political ideologies avail the market to be determining over spatial matters, appears to be evident. As the forces of capitalist globalization have dictated so, cities have been in need

of images in order to compete globally and the creation of these images correspond to marketing of urban space where the fields of planning, architecture and urban design have been in serve of a worldwide "selling" process. Reflection of these trends on cities lead to such problematic urban spaces that call for a new thinking in professions of spatial organization altogether.

However, in recent times, it is also the market (parallel to withdrawal of public bodies from urban investments) that tends be involved especially in large-scale urban design projects through partnership processes. Thus, the discussion shall point to how the process of urban design can aid in reaching public benefits of the city under severe conditions of capital accumulation.

ii. The second statement refers to the nature of urban design as a field that is diverse in its essence. Among practitioners, educators, policymakers, planners and the public, there exist different understandings of how urban design works and what urban design education ought to comprise. As contemporary urban design lacks standardized aims and methods (Kahn, 2003), which gives the field its distinction and strength to meet urban challenges, the dream of a Greater Europe requires determination of those principles where space is not de-differentiated. Since the intention is not to eliminate any characteristics in cultural diversity of "place's, there shall take place a pivotal discussion as to how new design principles and new design process can be formulated.

iii. The third statement involves consideration of the urban design practice of developing countries. The urban reality of Turkey as a future member of the European Union for instance, does not resemble much of any developed country practice as its roots lie in a particularly different history of development. There are efforts to make considerable changes in appearance of Turkish cities, but the extent to which urban design efforts fully encounter the needs of the local remains to be discussed. The case of Izmir, the third largest city of Turkey (which has also been selected as the most developed city of the country in 2004), provides a good example for this.

All these statements, which will be elaborated in the paper on basis of the dream of a greater Europe, but with particular reference to the urban design experience in Turkey, entail final remarks to be made within the framework of new missions of urban design.

Thus, this paper aims at elaborating the new mission of urban design in terms of:
- new professional roles and education
- new design principles and design process
- new legal / administrational frameworks.

These new spheres of action shall contribute to spatial configuration of contemporary cities and give back the cities what they lack.

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Place Identity, and Reflections of Socio-Cultural Characteristics of Ethnic Minorities on the Built Environment: A Case Study of the Muslim Communities in Thrace, Greece

This paper deals with the socio-cultural specificity of urban space and the degree that it defines place identity; more specifically, it studies the ways in which ethnic minorities may express their particularities in urban space. The formation of urban space is defined as a sociological phenomenon, and theoretical tools of the social sciences are used, to help in the process of analysis. The – until recently downplayed – notion of ethnicity, as a complex element composed by socio-cultural specificities, seems to be quite important for distinguishing the Muslim minority in three locally specified ethnic groups in Thrace in the northeneastern region in Greece. These three groups are the Slavic-speaking Pomaks, living in mountainous areas; the minority of Turkish origin, mainly inhabiting the valleys, and finally the Rom (Gypsies) minority, mainly located in the out-skirts of suburban areas and cities. At this point it is important to note that these minority groups are distinguished from the Christian majority of the population of this area by their difference in religion. Their minority status has forced them to produce different

spatial patterns, and their cultural differences advocate this specificity in the use of both public and private space.

The research surveys the characteristics of the minority communities according to five spatial parameters: a) architectural forms of housing, b) the spatial structure of urban settlements, c) use-patterns of public open space, d) the distribution of land uses and, e) residential densities. The spatial characteristics and the differences among the three communities are then interpreted in relation to the socio-cultural structures of the communities, and in particular the dimensions of religious dogma, family and kinship relations, education, and employment and professions. Interpretations take into consideration the state and regional policies, and the above parameters are examined within the institutional framework in which they were allowed to be articulated.

The empirical research took place between September 2003 and June 2004 and the analysis of the data followed. The research was based on structured interviews with local authority officers, visual and photographical survey of the communities including living in the area for several months, group discussions with the locals, and collection of all the planning and policy documents for the area.

The outcome of the research contradicts a widely accepted common belief that all Muslim minority communities in Thrace have created urban settlements with common place identity due to their common religious dogma. Urban design in the area, as analysed according to the above spatial parameters, is an outcome of many more factors and not only religious homogeneity. The research has shown that socio-cultural specificities distinguishing each one of the examined Muslim minority communities are indeed reflected on urban space.

Urban Morphology Enhancing Place Identity: The Case Study of Three Euroopean Cities

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This paper examines the ways specific aspects of urban morphology such as built heritage and innovative design of space may contribute to place identity in European cities. It presents the research outcome in three European cities – Bilbao, Spain; Thessaloniki and Athens, Greece.

The research has been based on a theoretical conjecture – elsewhere developed, see Gospodini 2003 and 2004 – that in post-modern multi-ethnic and multi-cultural societies, innovative design of space can efficiently work as place identity generator in analogous ways built heritage has been performing in modern – culturally bounded and nation-state oriented – European societies. This conjecture has been gradually tested by research using the same methodology in Bilbao in 2002, Thessaloniki in 2003 and Athens in 2004-05. The research has been carried out by means of a questionnaire survey involving an adequate number of interviews (about 200). In each case study city, the questionnaire was providing the interviewees with a list of a limited number (10-15) of buildings and public open spaces – half of them representing important pieces of the city's built heritage and half of them representing famous innovative design schemes recently developed in the city.

The questionnaire raised 3 main questions; each one having three parts:
1. Which of the listed buildings and open spaces do you think they create a distinct or/and unique urban landscape in the city? Which one do you consider best? And why?
2. Which of the listed buildings and open spaces create to you a sense that space somehow belongs to you or represents you, in the sense that you are allowed to give your own meaning and interpretation of space? Which one do you consider best? And why?
3. As a citizen of this city, which of the listed buildings and public open spaces make you feel "civic pride" and allow you personally having greater economic expectations from tourism/economic development? Which one do you consider best? And why?

The questionnaire survey was addressed to two main categories of users of urban space: a) inhabitants and b) tourists-visitors. Within the category of inhabitants,

research distinguished three sub-categories: i) low income people, ii) middle and upper-middle classes and iii) educated people. In this way, research took into consideration the possibility of different social/cultural/economic groups of inhabitants having different understandings of place identity and its relationship to urban morphology. Similarly, under the broad category of tourists-visitors, research also distinguished two sub-categories: i) tourists – i.e., individuals from other cities or countries having short holidays in the case study cities and ii) long stay visitors – i.e., individuals from other cities or countries staying in the case study cities for a few weeks or months while working or/and studying. In this way, research attempted to explore whether foreign people may have a different understanding of place identity in the case of a few days holidays and the case of a longer stay while working or/and studying.

The outcome of the research in so far three European cities shows that like built heritage, innovative design schemes may create and enhance place identity in the contemporary postmodern multicultural city. They appear to work as place identity generators by a) allowing themselves to divergent interpretations by individuals thereby fitting into "diversity" and "individualisation" of new modernity; b) offering themselves as a new common terrain for experiencing and familiarising with new forms of space thereby synchronising different ethnic/cultural/social groups c) becoming landmarks and promoting tourism/economic development and thereby generating new social solidarities among inhabitants grounded on "civic pride" and economic prospects.

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The Vision of the European City from Spengler to CEC COM(2004)60

Is the European city a distinct type? Oswald Spengler argued so, in Decline of the West (Der Untergang des Abendlandes) of 1922. Max Weber did also, in his essay on Associational and Status Peculiarities of the Occidental City of 1921. But for both writers, the type existed only in the past. The European city was a memory.

In 2004 the European Commission published a thematic strategy for the urban environment – the document CEC COM (2004)60 of my title – as a line of action within the Sixth Environmental Action Plan, due for adoption in the summer of 2005. My paper assesses this document, the first concerted attempt by the European Union to define a strategy for urban Europe, within the framework of the definite "peculiarities" identified by Weber and Spengler.

The ancestry of the Commission's thematic strategy is traced to the polemical Green Paper on the Urban Environment issued by DGXI in 1990. The genesis of that paper is reconstructed from interviews with the two men who wrote it. I discuss the roles of Carlos Ripa di Meana, and the Clydeside MEP Ken Collins. Above all I identify the specific contribution of urban struggles in Brussels to the emerging vision of a European city that stood in complete opposition to the established models of postwar urbanism – automobile-based, functionally-zoned and culturally Americanised.

I identify the contribution of the sociologist René Schoonbrodt to the Green Paper, relating it to his own philosophical writings about the European city, which echo Hannah Arendt in their emphasis on the political importance of the street as a public realm. The paper also positions him and the Green Paper in the contested landscape of ideas about European architecture and urbanism, and shows how Schoonbrodt's links to the

neotraditionalists Maurice Culot and Léon Krier have been of less significance than the wider stimulus given by the Green Paper towards street-based, pedestrian-friendly, morphologically informed urbanism. This forward-looking design tendency, unlike its conservatively-inclined North American counterpart, adds the missing dimension of physical space to the optimistic neo-Weberian contributions which Arnaldo Bagnasco and Patrick Le Galès have brought to the European city literature.

Wrapping these contemporary analyses together, the prognosis for the future of the European city – as sustainable design type, field of collective action, and crucible of economic innovation – is contrasted with the pessimistic early 20C analyses of Max Weber and Oswald Spengler, who believed that the European city had only a past.

An earlier draft of this paper was given as the keynote address to the meeting "Urban Elites", the 6th Congress of the Finnish Historical Association, February 19th 2005.

Urban Design is Dead. Long Live Urban Design!

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In the larger scheme of things, urban design is irrelevant. While we study, discuss, and practice urban design, our cities face critical challenges: pervasive poverty, community disempowerment, lack of economic opportunity, and larger forces of economic globalization and political decision-making that exert far greater power in shaping our cities than do urban designers. As long as urban designers continue to obsess primarily with the aesthetics of cities, we will continue to fail to make any real difference. Furthermore, while we continue to teach and practice urban design more or less as architecture writ large, our cities are changing radically: aging populations, increasing immigration, greater commodification, ubiquitous telecommunication technologies, and ongoing physical evolution of the built environment. These are the challenges of our changing times, but they are also exciting opportunities for urban designers to wield their considerable knowledge and creativity and to make urban design more meaningful.

The primary question is: How can urban design be meaningful? Purposeful? Relevant? The paper points to three interrelated sources of general guidance. One is an immersion of the field into humanist values, such as a reading of the history of urban form as a history of cultural meaning (rather than simply of morphology); a theoretical understanding of "good" city form which is both generalizable across contexts and flexible enough to apply differentially (rather than universal notions of desirable built environments); and a design methodology based more explicitly on a more empirical and directly observed understanding of human behavior (rather than only on the idiosyncrasies of the designers or the popular tastes of the client or community).

The paper then outlines a multilayered methodology for the conception and practice of a more meaningful urban design. The conceptual framework is constructed by tackling two difficult questions: Does urban design matter? What are the consequences of urban design? Thus, the paper suggests a shift from the conventional discussion of the ideas and intentions that shape an urban design project to one focusing on their consequences. The school of philosophy known as pragmatism suggests that we pay greater attention to meaning and consequence, not just to form and intention. Thus, it is not enough to focus on the ideas behind an urban design project; we must also understand the broader impacts of urban design projects at the neighborhood and city scales.

The paper goes in to discuss pedagogical experiments in theory seminars and design studios that attempt to a deeper, more critical, and more appropriate training of future practitioners. For example, the seminar I teach, Theories of Urban Design, is an essential part of two core curricula, in the physical planning and urban design concentration of the urban planning program, and in the master of urban design program. In the seminar, I challenge conventional and canonical thinking by examining 30 different contemporary urban design theories through the lenses of critical urban issues such as power, gender, class, ethnicity, political symbolism, and their relationship to urban form.

Students also challenge the traditional theory-practice dichotomy through theoretical analyses of built urban design projects. The seminar has certainly touched a cord amongst students, and is in such demand that one year 61 students registered (the average attendance in previous years had been around 20). The seminar is truly inter-disciplinary and draws students from urban design, urban planning, architecture, land-scape architecture, civil engineering, business administration, social work, public policy, and political science. Similarly, an experimental studio project in an immigrant neighbor-hood explored notions of cultural identity and economic opportunity via design teams that combined architects and urban planners. The project yielded radically different design methodologies as well as design products.

Finally, the paper suggests that a systematic analysis of cutting edge practices and proj-ects, and an interdisciplinary approach relying more on anthropology, geography, history, and sociology would yield future generations of more sophisticated urban designers and more radical forms of practice. Examples of such practices include a low-income hous-ing complex in France, a new town in India, a park in Egypt, and a live/work project in the United States. The paper also outlines a strategy for rethinking the old-fashioned notion of context, not just as the immediate physical surroundings but also a conscious choice in which context may be a historical reference, a physical inspiration, a set of constraints, or most powerfully, a sense of the future. Ultimately, the field of urban design will thrive only if directly addresses critical urban challenges such as poverty and power, and if it is driven primarily not by an aesthetic or technical imperative but by a moral one.

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Project Strategies and Quality of Life Improvement. Development of PADD's in Transnational Territories and in the Ile de France Region

In France, since adoption of the SRU law (solidarity and urban renewal) in December 2000, the concept of "project" has finally entered into legal language. It is even the focus of a legal disposition which consecrates the project just like a traditional planning regulation "tool". With the introduction of two new instruments, the SCOT (territorial coherence scheme) at the supra-municipal level and the PLU (local planning) at the municipal level, this new law adoption of a PADD [project for planning and environmental sustainility]. Even if adoption of the project, initially obligatory, is now optional, use of the term "project" signals a change in the mentality of the legislator with respect to the plan and the way it is conceived: fixed, rigid, essentially prescriptive and not very projec-tive. The term "project" is also indicative of a policy of quality which affects all social classes according to the conviction that development (economic, sustainable, etc.), can only have positive effects on the social level: on the scale of the neighborhood, this is shown especially in the need for improving the quality of public spaces in ZAC's (concert-ed development zones, law LOF – Loi d'Orientation Foncière in 1967) ; on a larger scale, in the need to include environmental considerations ("environmental sustainability", landscape according to law "Paysage" in 1991, etc...). The newness of the law and the various political upheavals that have taken place in France (ministerial changes) make it impossible to evaluate the effects of this new approach to the plan. But it is nonetheless possible to identify general tendencies based on the analysis of a few PADD's , in transnational territories (the case of Lille metropolitan area is particularly interesting because of its long experience in this kind of planning approach of which we already can

see some issues) and in the Ile de France region (in which the territory of "banlieue" of Paris attempts to find a new spatial, social and fiscal cohesion). The study will permit identification of the similarities and /or particularities specific to these two very different territorial systems. The main idea is that the real point common to these approaches, one more national, the other openly international, is that they are based on the same reasoning which considers the project as a long term process involving multiple players and which must be negotiated and built on a collective basis.

What Brand is this City?

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On viewing a plan of Skelmersdale, North West England, a German architect said to me, "Yes I feel at home here". It reminded her of growing up near Leipzig. This was without ever having visited Skelmersdale or even knowing where it was. What was striking was the evocative similarity in plan form of this Type 2 English new town, with its grade separation of vehicle and pedestrian, its Radburn derived housing layout, and its Modernist organisation, to examples of a similar era in the former DDR. What is critical in this observation is the fact that the urban space compared was the product of different political systems, e.g. Democracy vs. Communism, different economic systems, in different countries with different languages.

In relation to the themes outlined by the track chair interesting questions can be raised regarding the necessity of defining place specificity through design controls or codification. There is a question regarding the effects that a standardised EU will have in subsuming regional difference, coupled with a question of what detrimental effects, if any, will accrue from achieving standardisation. An example of this is evident in the urban space of England and Wales. Clear regional identities exist between the constituent parts, yet it has been under a standard legislative regime for centuries with many decades of identical control regarding the built environment. It is notable that despite this, allied to the prevalence of English over previously indigenous language and many other statutory similarities, both England and Wales maintain clearly different, location based, identities. This would seem to indicate that culture is remarkably resistant to dilution through either changes in physical context or even language.

In the light of forces of globalisation the resilient character of locally based culture is evident, even heightened. Within Great Britain cities vie for predominance through stressing their particular local strengths within the context of a global market. This raises the question whether a design code based method of providing "urban place" is necessary. Is "place" de facto? Can it be applied as suggested by New Urbanist theory, and if it can, whose place is it? What defines "quality" place? How is place commodified?

Developed around multi-disciplinary urban design work undertaken in Skelmersdale, Salford, and Manchester, North West England, this paper will explore the perception of urban space, comparing these and European examples. Skelmersdale is the apogee of a town characterised by policy defined space. It is currently searching for a new identity with the aim of transforming its marketability and regional prominence within a context where its initial rationale has disappeared. Salford sought to undertake a similar exercise in repositioning itself through the generation and proposed application of a spatially inspired urban master-plan. Manchester has undertaken an extensive programme to redefine its cultural and economic position, with notable physical results in the urban realm. The paper will discuss the relevance of New Urbanist place based strategies for urban reconfiguration, discussing the need for design codes. With the emergence of commodification of place, the effects of urban branding as a major promotional and design device will be mapped onto physical space. The question of how urban branding is defined and what are its spatial outcomes will be addressed through case studies focussing on Salford, Skelmersdale and Manchester. Themes pertinent to track theme: 1)Issues of process and the role of design codes in the definition of space.

2)Global vs. local influences on urban space.
3)Branding and urban image.
4)Place commodification.

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**Public Open Space a Challenge for Cities Internationally,
a Matter of Quality or Quantity: The Case of Larissa**

It is a well accepted fact that cities worldwide are expected to accommodate for the constantly changing needs of their citizens. The quality of our life greatly depends on the urban environment that we live and operate in. Public open spaces are considered an asset to every city greatly improving the quality of life for citizens since it provides a place for accommodating social and leisure activities, and a visual getaway. This preference of people to live near open public spaces is also reflected on land values around and near these areas.

In this research an analysis and evaluation of the planning policy and urban design tools for the provision of public spaces within Greek urban centres be made. In order to achieve this goal, all the actions for providing open spaces within the city of Larissa, a middle size city in Greece, are examined and analysed against the constantly changing needs of the public. This study becomes an effort of describing the city of Larissa with indicative numerical elements that concern the characteristics of city, the spaces of suburban green, as well as the spaces of green (parks and squares) that are found incorporated in the urban web. At the same time, it attempts to record the policies and methods that describe what happened with the release of public spaces as mentioned before. From case study described above, it becomes obvious that in Greek cities, there are very few large urban parks and an urban design system resembling more the system of Italy is used. There is a central plaza a combination of green and built open space and a number of smaller plazas for each neighbourhood. These public spaces usually act as areas of concentration of leisure and retail activities and they can be directly attributed to the surrounding neighbourhoods This system was mainly enforced because in Greece the illegal building construction predated the official plans for many areas. A set of flexible planning tools was then engaged in order to provide open spaces for already built up areas within the urban fabric. On the other hand, in the UK for example, there are large urban parks, as a continuation of the Victorian parks, within the urban fabric.

This type of parks although they present an assent for the city, they are rarely used by citizens and they are the reflection of the needs of citizens of a previous era. Public open spaces in the form of a unified large urban park although in a city scale they account for an important percentage of the total built area of the city, they cannot be directly attributed and linked to urban neighbourhoods and they are difficult to incorporate in an already built-up area.

Therefore a comparative study of planning policy and urban design tools between different European countries becomes very important, in order to evaluate how they responded to the needs of modern cities (increased urbanisation, increased population density, high rise, need for more public space). Finally an attempt is made to combine the different urban design tools in order to provide an answer to the question of quality of urban public space versus quantity.

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**Health and Spatial Planning in England:
Reawakening Old Interests or a New Direction in Planning?**

The World Health Organisation defines health as "a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity" (WHO, 1946,

p100). The definition gives an indication of the complexity of factors and their interactions that determine well-being. These are summarised in the social model of health which illustrates that, although personal choice is an important determinant of health, the context in which people live greatly affects their ability to pursue healthy lifestyles. Providing a positive context for health is a major theme of the recently published United Kingdom White Paper – Choosing Health: making healthier choices easier (Department of Health, 2004). One of the key principles put forward in the document is the need to extend concern for health from the individual and the National Health Service to all sectors of society. It draws out the importance of regional level action and the need to integrate health concerns into all aspects of regional policy including that related to planning.

This link between planning and health is not new. Indeed it goes back to the very origins of the public health and town planning professions in the UK. As a result of growing concern about the poor quality of life in Victorian cities, the Health of Towns Association was established in 1844. This organisation drew together many of the pioneers of public health and town planning and the intertwining of the two fields of concern is evident in the evolution of the disciplines until the Second World War. Post Second World War the professions tended to draw apart (Hebbert, 1999). As infectious diseases were reduced or eliminated, town planning was increasingly able to concentrate on other issues, less evidently connected to public health. Similarly, public health was able to shed its preoccupation with environmental improvement and increasingly turned its attention to taking advantage of the great steps forward in medical science (Talbot, 1998). In more recent times, however, a number of factors have combined to reawaken the ties between the two areas of concern.

This paper investigates the context behind the current linkage between planning and health in England and asks whether this is simply a reawakening of old interests or the result of a new direction in planning? In answering this question the work currently being undertaken on planning and health in various English regions will be explored, focusing in particular on experience on the North West of England.

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The Space of Policy

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Skelmersdale is a built reality of a top down planning system. Holistically created out of a single policy objective. Started in 1961, it is a half completed Mark II New Town, based on a grade separated transport / pedestrian system and created from virgin farmland with next to no recognisable urban context. It is in effect an undiluted example of built legislation. On the ground the town is laid out on segregated functional terms, yet it presents its user with a dysfunctional environment. Why is this? It is arguable that it is the lack, or lack of visible, cultural space that presents the greatest problem.

Nelson, Lancashire is a planned c1880 mill town. Whitefield, an area of Nelson, is the largest and best surviving area of mill workers houses from that period. Nelson is unique in that it was planned and laid out as a mill town, unlike other textile centres in Lancashire and Yorkshire, which grew on the back of historic towns. Whitefield was

developed under a plan formulated by the Nelson Local Board (founded in 1864) that laid out the street pattern to specified minimum standards for housing, drainage etc. However individual terraces were built by a number of different parties and companies and variations in design can still be found to this day.

Both towns are the result of planned industrial expansions, coupled with planned worker's housing. Both are considered to be New Towns. Yet, both are recognisably individual. This raises interesting questions relating to their status as cultural places, once their initial functional justification has expired.

In Nelson we find English Heritage intervening in the proposed demolition of Whitefield by the local council. They have successfully argued and created a temporary halt, on the basis that Whitefield "is of considerable historical and architectural significance".

Through English Heritage's intervention, Nelson has experienced a re-branding and now finds itself in possession of a unique piece of marketable heritage. Yet Skelmersdale remains culturally and politically unrecognised as the unique object it is. This poses the question, at what point does heritage become a marketable commodity? Are we witness to a cultural lag that in due course will be rectified?

Currently central government is testing design coding as a mechanism for generating new urban form. Codifying has a desire to remove the designer as an effective tool. Its premise is to create rules to such a degree, that the answer is a given. Little or no deviation is sought or allowed. The basis for these rules can be seen as an emulation of urban form designated valuable, as dictated by English Heritage. The reliance on pre 20th century models and the view that they are somehow superior needs to be questioned.This paper will explore and question the premise that policy produces banal uniform space. It will demonstrate that policy reacts with pre-existing culture to produce contextual space. It is a question of the visibility of that culture. This paper will table the theory that culture can be exposed, and quantified through the retrospective application of heritage policy. Upon exposure culture is a marketable commodity. It will also question the validity, and necessity, of codifying as a process. Exposing the fact that it has misread culture, as an object to be imitated.

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**Property Market Structures, the Concept of
Value and the Shaping of Urban Space**

This paper discusses the relationship between the configuration of urban spaces and the structure of property markets. It takes an "institutionalist" approach to property markets, understood as social constructs, embodiments of context- and place-specific social practices, rules and ideas, and explores the processes and mechanisms through which property market players decide in favour of some types of spaces, building and public realm typologies, and design solutions over others. The paper contends that property markets are not neutral vehicles for the production and exchange of built environment structures, but have in-built biases which arise from their nature as institutions, and are exercised through the way market activities are organised, the nature of the players and their relationships, the ideas they deploy, and so on.

Key to the paper is the concept of "value", understood here in generically as a measure of the worth of something to someone. Property market players make choices on the basis of values ascribed to built environment typologies. Different players ascribe different values to these typologies, and these are often translated into monetary values to sets of quantifying practices, themselves social constructs. Value therefore mediates the relationship between context-specific property market structures and built environment outcomes.

By looking at how different design elements are valued by market players and the various determinants of the concept of value, the paper explores key methodological issues that come out of the relevant literature on "value" and the social construction of the

built environment, and refers to findings that have emerged from a number of pieces of research unified by the attempt to understand fully how urban space is configured.

The paper has also an explicit urban policy dimension: the physical configuration of the built environment has become increasingly prominent in the UK urban policy agenda. Spurred by a concern with environmental sustainability, policy interest in the design of cities and buildings has been extended to address issues of social exclusion and economic competitiveness.

This poses the need for deepening our knowledge of the mechanisms through which particular social and economic geographies, spatial configurations, urban and architectural designs and building specifications are chosen by development process and property market players. The key question is to what extent these choices are the expression of strategic decisions whereby a range of designs/spatial configurations are weighed on the basis of perceived benefits, and to what extent that choice is in fact imposed implicitly or explicitly by the very structure and dynamics of the property markets and development industry, which configure the range of options about which players can exercise their choice.

If the former is primarily the case, then policy should be concern with demonstrating the benefits of particular choices in terms of built environment configurations, and with convincing players of those benefits. This has been so far the dominant policy approach adopted in the UK in the effort to change the outcomes of the development process and of property market mechanisms. However, if the latter is also the case, then an important task is to understand why and how development process and property market mechanisms tend to create particular built environment configurations, and to investigate ways in which this can be altered. The limited success of current policy approaches suggests that this is a necessary line of enquiry.

**Making McRye: The Concept of Locality
in Urban Design Management**

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The icon of globalization, the McDonald's Corporation introduced the McRye burger in February 1998 for the Finnish markets. The McDonald's represents an entire package of cultural system and food is the most powerful symbol of cultural identity. The McDonald's had been accused of cultural imperialism in several countries and it has shifted from the traditional American symbols, which brought it to the world success, to the local ingredients of the product. Our built environment is also being shaped by the utilization of transnational commercial concepts in a greater extent.

This article is about the project-based approach for urban space in the light of a case study, and the features of locality in the Urban Design Management which is a newly evolved concept in DECOMB research project (Design Concepts and Management of Built Environment). The built environment consists of projects, and our cities are constructed piece by piece over time in a manner which is difficult to anticipate in terms of the investments of the private sector. The enlarging Europe will face numerous projects which are funded not only by the EU but also private global capital. This will inevitably put pressure on the context of the local regions. In this article, we analyze the process of developing a new hypermarket in the City of Kuopio in Finland. The concept of the hypermarket has had a long international journey starting from the USA. It has had a vast impact on the Finnish urban environment and it is currently being exported without any adaptation to the Baltic environment by the Finnish retailers. The focus of this article is in the appearance of the concept of locality and its levels and meanings as they appear from the perspectives of the stakeholders of the case study. The concept of locality is constructed through the content and processes of the hypermarket development. The actual hypermarket concept and the emergence of it are situated in the heart of the content of the project. The process view discusses the actions of the stakeholders and

derives the meanings of locality. The place promotion is now the buzzword, and every city is in the business of not only making itself but also marketing itself. The ones who have a vision are the strategists, but what happens when the standard market force driven building production, such as a hypermarket, is ignored in the vision.

The authors claim that it is possible to achieve both the local sensitivity and maintain the economical efficiency in a win-win manner. The enhanced way of applying the McRye is yet to be discovered in practice, and in this article we suggest conceptual themes to be taken into the consideration in the project development. The planners and designers should work with the money of the markets and not against it, which is a result of the ignorance of planning and design to the market forces. Vice versa, the stakeholders of the market do not utilize the potential of locality in an extent that enhances the business activity. We cannot, nor want to, drive the McRye away, just like the French farmers don't want to embark the McDonald's but they want it to use the local ingredients and cultural sensitivities.

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Methodology of Urban Design Analysis

In a 3 years research program "Characteristics in Urban Design – shown on the example of Vienna" (1)) the authors tried not only to transform the typology of Kevin Lynch for European cities but to develop them by defining those criteria allowing a more or less objective evaluation of aesthetics in Urban Design. This method was since used successfully for the analysis of towns and parts of towns as well as a university education-program for planners as in Austrian practice (2)). Here it will be presented to an international forum.

Methodology

1. Demarcation of areas with typical structure:

Traditionally this definition is done in functional, political and statistical units.

A definition/structure of areas as to the point of view of urban design has to take in account that the inhabitant has to identify him/herself with his surrounding to be able to take actively part in the design of this environment.

1.1 Types of area

For the demarcation of areas with typical structure first general criteria with strong influence on Urban Design have been selected:

Direct criteria/indicators: map of the city, periods of building development, topography, land-use, classes of building heights

Indirect criteria: image, history, names

1.2 Boarderlines of these areas

For the demarcation of these areas the following boarderlines are derived:

boarders of areas, barriers, transition zones towards other land-uses

2. Characteristic of areas with typical structure can be derived from actual maps, historical maps and areal views or by survey of the locality as to the following indicators:

accessibility, configuration of plots and buildings, land use and green elements

The characteristic is a summary of all these structural indicators within the boarderlines.

3. Characteristic of streets

For each type of areas with typical structure significant streets (as the essential public space) have been selected from a complete photo-documentation, to characterise special types with a cumulation of indicators and those with representative features of this type.

The following design-factors have been derived from a graphical analysis (essential elements highlighted from selected photos), leading to the description of the characteristic of streets:

3.1 design-factors

The shape of (urban) space is the overall term for all criteria and factors of forms with

spacial importance. The multifariousness of criteria indicate the variety of characteristics in Urban Design.

Space is defined by its boarders and qualified by the natural and building elements within the visual field of the inhabitant within the public zones.

– boarders of space sum up the totality of solids and surfaces which surround the visual field in all dimensions. As to the public streets / squares they are the following built and natural elements: frontline, building typology, building height, fences, relief and vegetation

– markers of space and space-differenciation as to rough structure elements the following indicators have been defined:

differentiation as to building height, differentiation as to building depths,

position of building, length of front-line, dominating roof and profile of street

– markers of space and space-differentiation as to fine structure elements the following indicators have been defined:

structure of building corners, fronts, roofs, structure of facades, structure of surface of street/square, relief and vegetation in detail

– continuity of space as an element for orientation with continuity of the above defined structure-elements and sight-relations.

Post script:

Derived from the above demonstrated analysis framework conditions had been worked out for each single "typ of area" in a twofold sense – for the priority of keeping a given high quality of urban design and for the priority to look for a new high quality of design in cases of heterogenic low quality areas.

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Green Chain and Contemporary Cities Urban Design

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The open space system is put forward again in recent master-planning schemes, whose strategic framework is characterised by continuity and chain paradigm. This has become a crucial component for the regeneration and integration of the inner and modern city. This essay hinges on the most recent ecological theories as well as on the European cities design tradition, that goes from the XVIII Century to the rationalist period.

The research focuses on:

– the new significance of the urban open space, which uses the chain/network concept design of continuity/integration;

– the role it can play as an urban regeneration and integration instrument, starting from the re-use of abandoned and left over space;

– the real feasibility and efficacy, combined with its limits, of the general thesis and the first design experimentation on these themes.

The investigation field is supplied by Rogers' theories of urban regeneration and by the academic and political debate that, together with the reform, have shaped the framework of the new London Plan and the first design experimentation for the regeneration of the inner city.

A key contribution of the present work is to analyse, also by using different speakers' opinions, these ideas' applicability to other European city.

The importance of this research field stems from the great availability in contemporary

cities, coupled with the abandoned land, left over space remaining from the settlement process.

The questions addressed in this work deals with a number of issues.

These are: first, the way these areas are associated to very different typologies and factors (real estate residues, minor roads, old railway routes disused, old valley lines broken, green rural residues, left over space after planning); second, how these are subject to improper use (warehouses, temporary vegetable gardens, improvised play areas, unauthorised parking lots, etc.) or inadequate use (green public spaces divided into town districts). Finally, how design tend to ignore these residual spaces or to use them in a fragmented vision of public and green spaces.

The presence of these residual spaces depends on two factors:

– the transformation of the manufacturing process, which has released the spaces of industrial dismantling (very large, often contaminated, inner city areas, connected to the road and railway network by the dedicated rail lines for manufactured material);

– the recent contemporary cities building method founded on separated stages, not interconnected and auto-conclusive fragmented settlements, and the source of large residual "in between" spaces, with no purpose.

Generally, the re-use of these spaces has been episodic. Its motivations were mostly connected to the centrality land values, as well as to the agents' contingent intentions, purely for densification purposes ("to fill in gaps") or to protect the empty space.

Recent projects have shown how these residual spaces can be re-organized in a more comprehensive strategy for the contemporary city's regeneration.

The hypothesis is to re-use these areas (left over space, brownfield site, abandoned land) to built green chains viewed not only as an ecological recuperation of the city's environment quality but also as an occasion to find space for the social aggregation and as an opportunity to give a unitary design and formal quality for the whole city and its parts.

The debate on this matter has often charged these hypotheses as abstracted and impracticable. In reality, these already existed in the history and the recent projects demonstrate their feasibility even if this would involve different paths and purposes.

The research must therefore verify these hypotheses by reconstructing and evaluating, from this point of view, the most recent projects, and the associated debate, that are taking place in London and the United Kingdom and try to understand if extent these paths are feasible for other European cities.

Moreover, the assessment of whether and to what extent these paths are feasible for other European cities is also at the core of our investigation.

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Emerging Patterns of Diffusion in the Morphology of Small European Towns

This paper uses recent survey work on a sample of sixty small towns located in the south of the Netherlands and in adjacent parts of Belgium and Germany, to illustrate how the functional framework of town centres has evolved with a distinctly different morphology in each country even though the original settlement structures were quite similar.

Although the spatial objectives of small towns in Europe have pursued a broadly similar operational structure throughout the twentieth century, in reaction to all of the common progressions in urban management which took place internationally during that period, differing planning policies have resulted in different systems which have in turn induced differing user patterns to produce very different places.

Measurement and comparison of the current spatial quality of these places thus becomes interesting as does the projection of the systems so observed in the analysis of future thresholds in their evolution.

The paper concentrates on small towns with populations of under 100,000 but over

20,000 inhabitants. In most countries this represents the rank of the small service town with a closely related hinterland.

Generally towns in this category have experienced the transition from rural village to urban system within the last 150 years. In this transition the relationship between the individual trading plot and the operational framework of the greater settlement has taken many different directions. Sometimes the transition anticipates the emergence of new systems of co-ordination as settlements grow. More often however saturation of the existing system occurs and thresholds are reached beyond which towns appear to seek new forms of spatial organisation. In this process the spatial quality of the original settlement is frequently lost, because of reduced authenticity in the relationship between plot and system. Almost invariably a diffusion tendency is observable because of the natural tendency to organise and thus separate land uses.

The paper considers typical organisational and access systems which were applied universally in the post-war management of small towns and compares the differing forms produced in different places by the application of such systems to traditional settlements. Change in scale of use is found to be the principle generator of conflict between the rules of the original morphology and its need to multiply effectively in response to expanded demand. The nature of this change however varies from country to country. Identifying this as context, the paper reflects on the differing options open to the small European town in the development of its operational structure.

The Implementation of Municipal Master Plans and the On-going Evaluation Process

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The history of a city is made of planned and unplanned contributions. Together they are responsible for the steady evolution or rapid change of our cities' structure, form and functions. In this paper the authors argue that a deeper understanding of the physical aspects of planning could be achieved through new forms of dialog with related scientific fields. A triangle built around three main subjects, Planning, Urban Morphology and Evaluation will be the focus of the debate.

Planning the different and complex dimensions of the urban phenomena have been suffering, in recent decades, important changes. One of the most significant changes has surely to do with our new perception of the role of land-use plans, somehow devaluated as planning products intended to control the physical form of a city, in comparison to the increasing importance placed on the plan-making process, as part of a wider planning process, closely related to decision making, the emergence of new planning discourses and of the community planning paradigm. And yet, the planning debate that characterizes the first years of the XXI century have not neglected the role of the physical form of our cities with the rise of urban design as an increasingly important topic of planning practice and research.

In the urban morphology field, in particular, the emergence of an interesting interdisciplinary platform is identified. On this platform seem to converge three European schools - the British, the Italian and the French – that have been studying, separately and since the early 1950s, different aspects of urban form approached from different disciplinary perspectives.

Evaluation is the third scientific field brought to discussion in this paper. The inadequate or insufficient integration of evaluation methodologies in the planning process, the steady evolution of our perception of the role of evaluation in the planning process, from a rational towards a constructivist paradigm, the progress so far achieved in the development of evaluation methodologies from the classical Cost-Benefit Analysis to the more recent Community Impact Evaluation, and the nature and extent of the relationships between theory and practice of evaluation in planning, are some of the topics touched upon in this paper. A number of specific contributions are selected from the overview of

these three scientific fields to support the authors' methodological proposal to evaluate urban planning practice. The proposal is designed around the following topics: i) the particular features of the implementation process of Local Plans, ii) the nature of planning controls over the morphological aspects of development projects most likely to influence the quality of urban life, and iii) the characteristics of the so-called on-going evaluation carried out by the planning team throughout the implementation process of Local Plans. Finally the methodological proposal is tested through a case study of planning practice in the city of Oporto. The proposal is expected to contribute to an overall improvement of the performance of local plans, striking a balance between rigid legal requirements and environmental quality conditions and the necessary flexibility of planning proposals. The role of the on-going evaluation is stressed, in particular, taking advantage of unforeseen development opportunities, or identifying the adequate timing to introduce more detail in urban design guidance, whenever uncertainty is perceived to be under control.

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**Planning, Implementation and Legislation Problems
of Green Spaces in the Case of Antalya City, Turkey**

Urbanization played a significant role in the second half of the 20th century in Turkey. There has been a great immigration to the cities and the rate of urban dwellers reached to 65% in 2000, while it was only 25% before 1950. This population shift has led to many problems in Turkish cities, including green spaces problems. Today, green spaces face many problems arising from the rapid urbanization, legal gaps, planning approaches and implementation. Main legislation concerning urban planning in Turkey is the Construction Law and its regulation. The approach towards green spaces in this legislation is to provide certain amount (m^2) of green space per capita. According to the actual Construction Law 3194, which was adopted in 1985, per capita active green space in urban areas must at least be 10 m^2. The Article 3 of the Regulation of the Construction Law 3194 defines the term "active green space" as "parks, children playgrounds and sport areas". However, actual legislation neither includes articles which impose the evenly distribution of green spaces in the urban texture nor provides a green space system approach in the urban planning and design process.

In practice, planners tend to choose public lands and lands on which no construction could be possible when locating green spaces in urban structural plans. This is what the municipalities impose them because of the appropriation problems of private lands. Furthermore, even a piece of land is indicated as a green space in the urban structural plan, there is the legal possibility of converting it into a building lot by revision plans.

The City of Antalya is located at the western part of the Mediterranean Region of Turkey. It is one of the 17 metropolitan cities in the country with a population over 600.000 Main sectors in the economy of the city are tourism and agriculture. Major part of the vegetable production of the country comes from the Antalya region where citrus and banana productions are also important. The city is among the rapidly growing cities of Turkey, mainly due to the developments in tourism sector in the last two decades. The city receives some 6.5 million tourists each year, and is named "Capital city of tourism of Turkey" since it hosts the 30-35% of tourists visiting Turkey each year.

According to the results of a recent survey, per capita green space is around 3.5 m^2 in the city despite its tourism character. In addition to this insufficient amount of green space, the distribution of green spaces in the urban texture was also found irregular. The 40% of city quarters had a green space at all. It was also determined that some lands indicated as green spaces in the structural plan of the city were transformed into other uses by plan revisions. The results showed that Antalya had similar urban green space problems with other Turkish cities. In this article, green space problems of Turkish cities will be discussed from legislation, planning and implementation viewpoints in the case of Antalya city.

Sustainability through Densification?
Urban Design as a Change Agent in Melbourne's Growth Areas

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Melbourne's recent urban development policy has been characterised by a mismatch of rhetoric and action: Carefully formulated sustainability objectives aiming at residential densification, functional diversification and the shift of urban travel away from the car uncomfortably coexist with continued political, financial and commercial support for business-as-usual approaches. During the first three decades of the 21st century, the city expects to grow by 1 million people (from 3.4 million in 2001), cater for 41% of this growth through redeveloping designated sites and activity centres in established areas (from a current trend of 24%), and see 40% of daily trips undertaken by walking, cycling or public transport by 2020 (from 26% in 1995).

The targets suggest a profound shift is anticipated away from low-density, dispersed and car-oriented urban growth towards the consolidation of public transport-accessible nodes, accompanied by changed priorities in transport infrastructure development away from road system expansion towards public transport improvements and non-motorised travel. Yet the dominance of market-oriented governance and public-private investment in Melbourne's urban development appears to produce an oversupply of low-density housing estates at the urban fringe as well as high-rise apartments in established areas, without adequately addressing urban design quality or transport impacts. By the same token, public transport infrastructure and service development remain systematically underfunded and insufficiently linked to the broader issues of urban growth.

This paper draws on empirical research in Melbourne's growth areas to inventorise and quantify the barriers and opportunities for a transformation towards a more sustainable urban form. It argues that current government policy and private sector activity fall short of providing the framework required to effect change at the magnitude outlined in the policy documents, and calls for a broader coalition of stakeholders to work towards a common agenda. The role of urban design explorations in particular is highlighted as a tool of visioning, communication and investigation into the potential of strategic locations to become stepping stones for urban growth to occur in more sustainable directions. The paper will demonstrate the ability of design proposals, elaborated by a group of PhD researchers in the ReImagining the Australian Suburb research network with an undergraduate urban design studio, to capture the complexity of urban change and break through the current policy stalemate by infusing the public debate with innovative and thought-provoking ideas. It is hoped that these examples provide an inspirational contribution for international cities attempting to reconcile the pressures of commercial development and the need to improve sustainability performance, and outline an effective stream of action-oriented research.

Research by Design as
Quality Enhancement

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"Research" and "design" for many people do not belong to the same categories. This perception can easily be understood but seems a rather protective attitude in stead of a productive one. Recently the frequent use of concepts as "design research" suggests a twist in perception. Some academic programmes even use design deliberately as a powerful research "instrument". In order to strengthen this explorative use of design, the paper will focus on multiple ways research by design can contribute to the enhancement of (spatial) quality. Recent strategic projects and urban renewal projects in Flanders (Belgium) will serve as examples and as data base for this argument.

It is a legitimate expectation that strategic urban projects do enhance spatial qualities and liveability of towns and villages as an added value to the invested public money and time of civilians. Therefore it becomes even more important to express publicly and to

explain constantly the underlying vision on the development of the site and its contexts. As a consequence, the expected qualities have to be sharply defined, communicated in a very transparent way, directed and controlled professionally in the realisation stage. To stimulate these attitudes and to build up new capacities, last year the Flemish Government started to provide cities with subsidies to conceptualize new urban renewal projects in an innovative way. The challenge is to define and to enhance spatial quality within strategic sites with high potentials, but under difficult conditions. Flemish Government's goal is to develop innovative spatial concepts directed to a redefinition of urbanity. Priority is given to projects that experiment with citizen participation and involvement. Participation of private actors and the construction of apt partnerships with the public sector are imposed as an instrument. Especially the involvement of such disparate actors challenges the ambitions towards (spatial) quality.

"Stadsontwerp" ("urban design"), the instrument frequently propagated for these strategic projects, has an intrinsically ambivalent character which appears to contribute in a decisively positive way. It serves flexibility in purposes and multi-functionality towards actors. The paper traces and analyses the resulting "pallet" of research "fields" (ranging from means-oriented to goal-oriented) and research methods (ranging from "research by design" to "design research"). Using as variants, the relationships between different actors as well as the attitude towards time and scale, a taxonomy of researches will be presented. Within this taxonomy, "testing" (e.g. of spatial structure plans, of preconceived limits), "exploration" (of e.g. of sites, programmes, spatial themes, legal plans) and "mediation" (e.g. synthesis of diverging ambitions, communication, discussion) are the main categories.

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Community-based Efforts to Create Walking Destinations within the American Automobile Suburban Grid

Americans walk only 25% of the daily recommended distances a day. A successful intervention retrofitting strategy offers the potential to claim the urban grid from the dominance of the automobile. A natural building project conceived by The City Repair Project (a local non-profit), began within the city limits of Portland, Oregon and was initiated by community members and supported by City officials. The design of each intervention aims to retrofit the urban orthogonal grid to create public gathering places for human interactions and to engage residents in neighborhood stewardship. Public squares were created by the community through large street murals in intersections, community art projects in the public right of way such as, benches, trellises, kiosks, fountains, etc. One community drew upon the idea of an Italian Piazza. Within each community prior to retrofitting a typical automobile intersection the local busters engaged in this process of facilitated participatory community building and received support from a minimum of 80% of the residents within a two block radius of the projects approved and signed off on the designs. Prior to the intervention in 2004, residents within a two block radius of five "intersection repair project" were systematically sampled by going from door to door to gain an understanding of how the urban renewal project impacted them and explored potential increases in social capital. These interventions offer a great opportunity to study the benefits of pedestrian friendly communities.

The Clinton neighborhood in South East Portland prior to the intervention had no pedestrian destination. The nearest groceries were two miles from the site, and the nearest pub or coffee shop is 14 blocks away. Clinton had no pre-existing benches, and many street blocks lacked sidewalks. Although a park, elementary school and high school are adjoining the community the only retail establishment is a bike shop. The only food service offered to the community is a fast food establishment specializing in soft serve ice-cream to augment the hamburgers and fries. From September to May 2004, 163 residents from the Clinton community were enrolled in the on going longitudinal study. Fifty households were randomly selected to wear pedometers before and after the intervention. PSU students distributed and programmed pedometers and recorded step, age, gender, weight and height data from 39 individuals wore pedometers (representing 35 households). Completed during the week of the intervention was a cob oven, a glass mosaic and a seating area for pedestrians. These participants were asked to ware the pedometers at two points once for two weeks prior to the intervention and again later that summer for two weeks. Across the board despite the literature claiming that benches and meeting places enhance the walking experience the researchers found no statistically significant change using paired T tests. One hypothesis is that the door-to-door efforts to engage the community prior to the event actually created an above average walking pattern for many participants as reported by the third qualitative questionnaire. The process may have had ramification unconsidered when the focus was on the design.

**The Development of Urban Areas in
Municipality of Maroussi and the Main Big Olympic Facilities**

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INTRODUCTION
In recent years, the area of Maroussi has become an important urban centre due to the establishment of big Olympic Constructions/Facilities and the manufacturing of big road and railway networks. It is considered to be one of the largest areas in Greece in terms of population, economic activity and residential density. The last few years, the most powerful enterprises of the country have been established in this area, while its composition of employment is characterized by the dominance of the tertiary sector. The objective of the present paper is the investigation of the changes caused by the establishment of big constructions/facilities in the area of Maroussi but also the identification of future problems and prospects.

METHODOLOGY OF STUDY
Initially, the question-objective of the study was formulated. This was followed by the delimitation of the area of study, based on pre-specified criteria. Next steps were data collection, evaluation and analysis. Data was then presented in the form of maps, tables and diagrams in order to identify problems and prospects. Finally, the developmental picture of the Municipality of Maroussi was formulated. Conclusions were drawn and proposals were made in order to guarantee the viability of the projects in the area of study.

STUDY OF URBAN RECONSTRUCTION
The main objective is the protection of suburban ground from the unscheduled urbanisation and layout. The rational organisation of developmental pressures and suburban activities is suitably selected. Another objective is the protection and safeguarding of natural environment of green, agricultural ground, archaeological areas and historical places and also the different chronologically integration of bands inside the drawing of city.

OLYMPIC PROJECTS- TRANSPORTATION NETWORKS
The Olympic constructions that are now completed in Maroussi, are the International Centre of Radio-television (IBC), the Centre of Written Press (MPC), the Village of Press, while also important is the renovation of Arming Centre of Tennis and Humid Track.

Among the Olympic projects are also new transportation networks, i.e. Attica Road, the Suburban Railway – Underground as well as the Electric Railway in combination with the network of public transport.

CONCLUSION

The bet for the Municipality of Maroussi is to try to maintain those elements that make it a beautiful suburb while exploiting opportunities that will allow it to grow into a modern city. The experience acquired with the application of combined urban planning and transportation measures assisted in the creation of appropriate conditions for sustainable mobility.

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The Phantom Menace of City in Popular Culture

The paper will discuss some aspects of the motif of city in popular culture, implying media that are easily available to most people and are usually used to disseminate information to the widest publics. After a short review of some of the main international documents adopted in the last decade and dealing with quality of the living environment in cities (Agenda 21, Habitat 1 and 2, The Berlin Declaration on Cities, New Athens Charter), the paper will show that most common representations of city in popular culture, even those about the future, are generally retrograde, over-simplified and presented as caricatures of reality. Their general intent is to support understanding of the presented message, whatever the type of cultural activity or media of transmission. In an indirect sense, the paper will show the presence of contemporary scientific and practical knowledge about physical management and architecture in cities, as well as the ability (or disability) of planners to convey their ideas to the widest publics, such as: sustainable development, vitality and feasibility, economics, accessibility in the social and physical sense and demands for changed social spaces aligned to changed social and technological realities. The main fields of popular culture that will be discussed are comics, but also computer games, virtual architecture of the internet, youth literature and commercial developer's messages.

With the flourishing of digital technologies and motion pictures one would consider artistic, drawn presentations retrograde and outdated. However the ongoing successful production of drawn, artistic media whereby written contents are combined with drawings into a joint narrative, still give the media sufficient breathing space. Considering its minimalised, intentionally exaggerated and straight forward nature, it is still a serious field for presenting social and physical ideas. Thus the paper will also deal with models of city and the use of caricature in conveying messages to various publics. Contrary to depictions of city and architecture in specialised magazines, were there are generally no users but solely the physical object at hand, depictions in popular culture generally bring the whole picture in a reduced but efficient narrative form, i.e. the physical setting (city and architecture), users (mainly fictional characters) and social interaction. The latter is again in generalised form and conditioned by the narrative at hand or in the function of the communicated message.

Starting with Gothic and Renaissance depictions of city, which showed principle typologies of buildings, composition principles and sophisticated interpretations of social dominance and concluding with representations of city in contemporary science fictions or cyber communities and commercial leaflets, published by developers, the paper will disclose the domains of contemporary physical ideas about city.

The "Functional" Planning of Public Space, versus Vitality and Difference

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This paper examines the question of the "function" of public space, and what role planning mechanisms may play in facilitating or inhibiting the scope of behavioural, representational and social opportunities which public spaces provide. This paper starts from the ethnographic thesis that public open space is an extravagant, luxurious use of a resource, its interpretation cannot therefore easily be reduced to instrumental notions of function. Indeed, the very existence of public space challenges the notion of programming: its very definition invites the liberty of unanticipated, controversial expenditures of time and energy, economically and socially unredeemable forms of use.

The evaluation draws on three sets of findings: a critical review of the first generation of professional urban design research literature from the 1960s; an extensive observational study which illustrates the breadth of non-practical, non-functional ways in which people use public spaces; and a reinterpretation of a recently-published analysis of CPTED literature.

A research literature which emerged in the 1960s still serves as the operational foundation for the discipline of urban design. Three key arguments are re-examined: Lynch's (1960) model for urban structure in The Image of the City; Jacobs' (1961) prescription that mixed primary uses and buildings of different ages are essential for economic vitality; and Alexander's (1965) depiction of the city as a lattice which, alongside Jacob's observations on block structure and the sidewalk ballet, suggest that cities have a complex and robust functional order. What remains relatively unquestioned in these seminal studies is their normative roots in particular notions of safety, vitality, and functionality.

The paper secondly summarises the findings of a fieldwork study of non-instrumental uses of a variety of urban public spaces. The study explores four forms of playful behaviour in public: competitions, simulations, chance events, and new and risky forms of bodily movement. Analysis of these observations is used to contest and expand our received understanding of notions of function and vitality in urban design, to test the continued usefulness of the "complex function" paradigm against these observations, and to begin to suggest several dimensions of urban design and spatial planning policy where revisions might be considered that might enable less-narrowly-instrumental flourishings of vitality and difference.

The paper outlines four basic dimensions of planning policy for urban design where the functionalist paradigm may be challenged and revised: an expanded consideration of users; an expanded consideration of uses; expanding the physical horizon of space which is public and in-use; and expanding the time horizon over which the use of spaces is considered. Along these lines, the observational fieldwork study provides numerous specific examples which indicate the critical contours of a less-prescriptive form of design and planning policy for open spaces. The paper then moves on to frame a positive account of the scope of potential users and uses for public space suggested by the above four dimensions. The methodology here involves taking one of the most rigidly positivist, functionalist, determinist and quantitative forms of environment-behaviour research, Crime Prevention Through Environmental Design, and inverting its logic, so that all of its carefully-articulated situational mechanisms of opportunity-reduction are reconsidered in terms of their potential for opportunity-creation, for enhancing the potential vitality and difference of public space. This manoeuvre yields a large number of distinct insights which can help us imagine a radically re-positioned form of planning, as a spatial practice which suggests, facilitates and leaves open a space for needs and behaviours (and therefore identities), rather than one which codifies, justifies and excludes.

The paper addresses the five general aspects of behaviour which are used in CPTED literature to classify the opportunities for committing crimes which are provided by the built environment: perceived effort, perceived risks, anticipated rewards, provocations and prohibitions. These are linked back to the three basic environmental dimensions of behaviour which are highlighted by situational approaches to crime prevention: territorial

control, surveillance, and the regulation of levels of public activity. This analysis yields a matrix of possibilities which can serve as an agenda for a planning of public spaces which goes beyond narrow ideas of function.

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Democracy within the Urbanist Planning Paradigm: Social Justice or Empty Rhetoric?

For the last decade, urban planners and local politicians have been specifically challenged to embrace a more participatory style in decision making. At the same time, both planners and urban designers have been compelled to encourage more sustainable urban forms. In response to both these developments, some practitioners have begun integrating the notion of participatory democracy with the creation of strategies for the design of urban space. One particularly dominant initiative in this regard has been the "urbanist" vision for sustainable towns and cities accompanied by its specific process of public involvement. However, to what extent are recent participatory planning practices, that are being adopted far and wide to guide urban design and development, producing sound outcomes? The research presented in the present paper addresses this matter. The phenomenon of contemporary "urbanist" activity is used to ground the study. The international "urbanist" campaign has emerged and advanced with astounding momentum. This campaign is building up a large body of discourse, infiltrating international and local planning policy, progressing its own brand of participatory project planning, and fostering design-led construction projects (Hebbert 2003, Thompson-Fawcett 2003a). Within this campaiBritain's general aviation (GA) industry – civil aviation which excludes that categorised as "commercial air traffic" or CAT – operates in a difficult environment. 10,000 aircraft, including helicopters, business jets and light aircraft operate from the network of 1,000 formal GA flying sites (small airfields and aerodromes) and are subject to local planning control and to the vagaries of decision making under the existing land-use planning model. This model is predominantly concerned with the control of land and has been described as a "contingent response" to development pressure (Albrecht, 2004) rather than a force enabling the strategic development of local, regional and national assets. In this paper we suggest that the country's GA industry is a national asset and one which has been unduly squeezed by a planning system unable to think strategically or see beyond local boundaries. We begin the paper by suggesting that land-use planning has perpetuated four key problems in relation to GA, that ultimately impact the socio-economic performance of small aerodromes: firstly it has failed to address the cross-boundary strategic concerns of the industry (because of the weakness of recent regional planning and the lack of any national spatial strategy); secondly, planners have lacked the skill or vision to plan for GA or see in its wider context (dealings with the industry are confined to single airfields, and might be described as myopic); thirdly, there is little consultation on GA despite this being a field crowded with special interest groups; and finally, land-use planning has often viewed airfields as simply easy targets for development rather than assets to be promoted or protected. The essential problem has been the narrow field of vision of land-use planning: narrow in terms of local focus; in terms of participation, and in terms of land-use management. However, a departure from this focus to a more strategic and spatial model suggests that the remit of planning will broaden, that greater emphasis will be placed on strategic concerns, on engaging with interest groups and on integrating social-spatial and economic priorities. Spatial planning may provide a more positive framework for promoting Britain's GA industry. The paper looks at two key questions: firstly, what potential benefits for GA might emerge from spatial planning (judged against the four current problems) and secondly, what real benefits might we expect once the rhetoric of spatial planning is whittled down to reveal what will in fact be delivered on the ground. gn, a number of proponent groups are of particular importance: the Council for

European Urbanism, the Congress for the New Urbanism (USA) and the Urban Network (UK, formerly known as the Urban Villages Forum). Within their different contexts, they have developed a largely shared set of principles, primarily related to physical form and planning process. For example, in terms of design, they endorse an environment that is compact, human scale, walkable, mixed in activity, pro the public realm, and mass transit oriented. For these groups, such a physical environment should be achieved via a participatory practice that is collaborative, inclusive and ongoing, commenced in the initial stages via a Charrette or an Enquiry by Design event – both multi-day, interdisciplinary participatory exercises. Commendable? Maybe so. But such paradigms are not value-neutral. They need explication, especially when adopted so quickly and liberally around the globe.

The overall aim of the research has been to explore methodically, against theoretical and conceptual criteria, the extent to which these urbanist participatory processes achieve "fair" "equitable" and "sustainable" results. The basic problem is that such participatory processes are very popular, yet until now have not been critically analysed in theory or practice, and there are growing concerns in the academy as to their legitimacy and effectiveness (Thompson-Fawcett 2003, Bedford et al 2002). Hence, the research objectives have been:

1). To identify and elucidate the values and agendas that drive the urbanist paradigm;
2). To tease out and explain the power relations evident in urbanist participatory processes;
3). To recognise the implications for social and environmental sustainability of urbanist participatory exercises; and 4). To deliberate on future planning practice in terms of implementing participatory processes that might better achieve fair, equitable and sustainable outcomes in urban design.

The research problem has been addressed through three principal avenues of theoretical enquiry. Habermasian communicative theory, Foucauldian power analysis and Latour's actor network theory have been used to excavate and explain urbanist participatory activity in terms of: its ethic for participation, its systems of power, and its social operation of power, respectively. This is a newly emerging area of endeavour in planning theory (Hillier 2003, 2002) that has not been applied in the design context as yet. Its potential derives from its ability to take account of individuals, networks, organisations, places, ideological sub-texts, conflict, and changes in participants over time. The research develops upon this potential.

The research takes a purposive approach, employing an intense and multidimensional interpretative, qualitative methodology. In a critical comparative approach case studies are used in the research, from Europe and Australasia.

The outcome of the research is a verified assessment of the merits, contingencies and implications of the adoption, adaptation, and implementation of urbanist participatory processes. This assessment forms one basis from which to evaluate reflectively the suitability of urbanist practice for application in future attempts to move urban areas towards more sustainable management via an enhanced local democracy.

Retail Projects in Bratislava – The Phenomenon of Shopping Center and Hypermarkets

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This issue is about the impact of new large shopping centers on the city. The aim of the contribution is to analyze the latest trends in Bratislava retailing and their effects on urban fabric.

The Slovak market is relatively small. Evolution of the market started three years later than in the surrounding post – socialist countries in the year 1999. But the next development of shopping investment is enormous – especially in Bratislava as the capital. The development of the retail sector projected fundamental changes in the consuming

habits. The new developments were mainly unexpected by the public bodies, responsible for urban planning and land use regulation.

The present retail-trade sector has general tendency towards concentration. Concentration follows through accretion of the floor rate of shopping units and also through concentration of shopping centers and hypermarkets on the few areas in the town. The number of new large shopping units in Bratislava is very high. (Bratislava the city with 450 thousand inhabitants has: ten hyper-markets, seven shopping centers, five buildings of BAUMAX, IKEA… The new retail units with total 300 000 sqm were built during very shot period.)

"Urban design" of these large shopping units has typical global look. The large hall building among parking places, without the connection with the surroundings area. The same situation is if these investment is build on the periphery, or if it is built on the dwelling area with high density. The creation of public space is missing. Conversely the existing potential residential greenery (previous empty space) was changed to the large parking place. There are efforts in some cases to form urban space from these investments. But it is mostly space around highway, which is transforming to the "avenue". Its space is formed only by substance of the buildings. The life and entrances to the facilities are on the other site. There are several commercial buildings which based development of new urban space. The new development continues in the establish way. The creation of own inner "urban spaces" is another typical feature of developing shopping investment. Bratislava has several shopping centers with construction of busy shopping malls. However these inner spaces don't continue to the open public urban space.

From the economic point of view the large shopping units have negative impact for the smaller shops and for the local centers. They have lost their clients – and as a result, the investors interest, as well. This is decline of old architectural and urban retail forms.

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Urban Design as a Cultural Expression:
The Emergence of New Practices in Paris Region since the 1960s

The PhD research pursued by the author aims at examining the urban place-making in France as a cultural expression. This perspective allows understanding socio-spatial problems and solutions emerging in the French cities as closely related to values consolidated through the modern history of this country.

Focusing on the creation of urban centres in Paris region since the 1960s, this paper contains on the one hand the thematic description of two empirical cases of urban development in Cergy-Pontoise and La Défense, and on the other hand the outline of a critical theory which allows interpreting the expression of dominant values of the society – mediated by the design culture of the professionals – through the built form of new urban centres.

Thus, in order to draw practical lessons from the two empirical cases, the research attempts to identify French practices of urban place-making comparable to the urban design methods in the English-speaking world. For the case of the new town Cergy-Pontoise, explanations are provided on the operational instruments for physical planning, known as maîtrise d'oeuvre urbaine, elaborated by urban planners working for the EPA (Etablissement Public d'Aménagement, similar in its function to the development corporation in the UK) of the new town led by Bertrand Warnier. For the case of the business centre La Défense, interest will be laid on the implement of the policy articulating urban places and contemporary art, ranging from the installation of avant-garde sculptures to the creation of the pedestrian platform as urban landscape.

These practices will be further confronted with a theoretical framework building upon the critiques of the dominant "logic of secteur" in the urban place-making professions in France. The logic of secteur, conceptualised by the French practitioners Christian Devillers (1994) and David Mangin (2004), will be regarded as a way of representing

and producing spaces endowed with an ideological dimension. By articulating it with the idea of "connection" employed by Françoise Choay (1969; 2003) to interpret the changing urban forms in the post-industrial society, the author of this research attempts to show how the professionals in France renew and adapt the established logic of secteur in the context of globalisation, exacerbating in so doing the role of cultural expression bestowed on urban places.

As the research strategy, the drawings and comments produced by urban planners and architects in aforementioned case studies constitute the main body of data to be collected and interpreted at this stage of the research. It is expected that the approach and methods developed here serve as a model of investigation for other national contexts.

Track 9: Culture, Entertainment and Spatial Planning

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List of Abstracts for Track 9

Statement of Track Chairs

As a rule, culture in its various dimensions is a very much neglected field in spatial planning. It seems that planners in Europe take it for granted that the cultural dimension of urban and regional planning is an obvious component of planning strategies at all five tiers of planning and decision-making in Europe. Entertainment, in turn, seems to be difficult terrain for planners, who over decades have focussed their commitment on the social, complemented later by the economic and ecological impacts of spatial development. However, more and more evidence is emerging that post-industrial cities and regions in Europe will only have a chance of survival if their cultural assets are seriously seen as their most valuable endogenous assets. Such cultural assets include a wide range of things; the arts and the architectural heritage, obviously, but also entertainment and leisure, and last but not least the rich culinary traditions for which many European regions are known. Planners should not shy away from including entertainment in their agenda for proactive spatial planning. Entertainment is as much a basic need of citizens as shelter, work and education. However the eternal battle between the innovative and educational dimensions of culture (fine and applied arts, literature, design, etc.) and the entertaining dimensions (music and performing arts, dance, etc.) seem to prevent planners from accepting the segment as a serious facet to be considered when planning for the future city or region. Only occasionally, when efforts are being undertaken to nominate a city for the title of European City of Culture (in the year 2005 it will be Cork in Ireland), does culture appear on the agenda of city planners and local economic development agencies.

Vienna, the European city of arts, culture and entertainment par excellence, is the perfect location in which to initiate a debate on the role of this neglected or belittled dimension of spatial planning. It can serve as a shining example of urban culture and entertainment and is the ideal forum for giving the theme a more prominent place in planning thought. Culture is very much linked to "Old Europe", to the rich European traditions in East and West. Culture bridges the gap between East and West, and Vienna is the right location to build and rebuild such bridges. Dreaming of a Greater Europe requires a strong sense of cultural responsibility to keep any nightmares of an ideologically poisoned Greater Europe at bay.

The track chairs encourage the submission of papers in the following three fields:
– Cultural spaces: The role of culture in urban and regional development strategies, in urban regeneration and gentrification, in integrating migrants and socially disadvantaged citizens; the importance of culture in profiling cities and regions, in marketing and in selling locations. Culture as a soft location factor. The cultural dimension in planning education. Culture and the learning city and region. Cultural flagships and their impacts on urban development. Race between European cities to become the cultural capital of Europe.
– Entertainment spaces: Entertainment seen as a basic need. The social and economic implications of entertainment districts in cities. The quantitative and qualitative dimensions of leisure and entertainment in the post-industrial society. Entertainment as an urban concept: the 24-hour city, the tourist city, the city at night. Planning for entertainment, can it be done? Who should do it and how? Event culture and cultural lifestyles.
– Creative spaces: The role of cultural and creative industries in local and regional economic development. Cultural industries as a growing component of local economic development strategies. The creative class as a city profiling concept to promote the formation of local or regional cultural clusters. Conservation of urban heritage as a means of promoting employment. Property de-velopment strategies to provide the new creative class with appropriate spaces in cities.
A recent article by the track chair in the Town Planning Review (75(4)2004) entitled "Culture, creativity and spatial planning" introduces the various dimensions of the track theme.

Shrinking Cities & Culture-led Regeneration

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Definition of Shrinking City
A shrinking city is characterized by economic decline and urban areas in transformation. Mostly due to loss of certain types of employment opportunities which set off partial out-migration. In the US shrinkage can either be part of post-industrial transformations related with a long-term industrial transformation process due to the decline of the manufacturing industry, or be triggered by economic changes in the so called "post industrial transformations of a second generation" concerning the high tech industry (the "Bubble Burst").

Main hypotheses of the paper:
– Culture-led regeneration can result in a more sustainable urban regeneration.
– Creativity (and innovation) as a new form of capital, Case study & considerations.

The paper will look at four cases of shrinking cities in the US and draw comparison with up to four cases of Shrinkage and growth in Europe, namely:

San Francisco, Saint Louis, Pittsburgh, New York for the US case studies and Glasgow, Birmingham, Bilbao and Vienna in Europe.

What will also be taken into account is a comparison of regeneration strategies that are considered as "good practice"/ and those that did not bring intended results through supporting and mobilizing the culture and creativity industry / initiatives:

Bilbao, Galsgow, Birmingham, Vienna

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Art, Culture and Urban Public Space – Lessons from Lisbon Capital of Nothing

This paper present the experience of Lisboa Capital do Nada, Marvila 2001 (Lisbon Capital of Nothing, Marvila 2001) where art and culture are the pretext to create, debate, intervene in urban public space.

Lisbon Capital of Nothing was a transdisciplinary project that took place in Marvila throughout the month of October, 2001. Thirty days of daily public events include fine and applied arts, literature, urban design, photography, music, performing arts, dance, workshops, etc. The project objectives were to increase the value of Marvila, to fight the segregation and the cultural isolation of the place and to promote a new urban image. Marvila is an area in the city of Lisbon that is almost always forgotten and not loved. At a glance Marvila presents itself as an inospit territory, disconnected and discontinuous, with a lot of social and economic problems. But to a close look, Marvila is one of those magic place that survives because the lightness of so much sky, so large expectant empty spaces and so many open sights that the continuous fabric in the consolidated city no longer allows.

Lisbon Capital of Nothing tried to bring culture and contemporary art to places where they usually fear to tread. The working methods of the team project opened a parenthesis in the lives of the people, of whom nothing is ever asked, and tried to do that by inviting everyone to participate in the process of discussion of big and small topics, thus presenting their own values in a context of some media projection. The fundamental aim was to discuss and intervene in the public space.

Cultural events like Lisbon Capital of Nothing demonstrate that it is possible to recreate collective life and meaning in empty spaces through the promotion of cultural interventions. Culture seems to be one of the strategic resources to encourage citiziens' involvement in the dynamisation of these territories, contributing in a decisive way to the development of a society where public space becomes an expression of a collective participation and feeling.

One of the most important lessons from Lisbon Capital of Nothing it was the role of culture in urban development strategies, in urban regeneration, in integrating migrants and socially disadvantaged citizens.

We need a profound change in cities and local management. This change should reorient the thinking of city planners and political representatives, focusing on the city as a place of exchange that embraces new forms of institutional interaction and unconstrained relationships between citizens. Culture has a key role to play in the development of public urban space.

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Queering the Streets and Gating the Squares: A Case Study of the Commercialisation of Gay Male Space in London's West End in the 1990s

In the early 1990s a new open gay scene emerged around Old Compton Street in London's Soho. The concentration of bars in a relatively small and pedestrian friendly area contributed to a new visibility of gay men (and to a lesser extent lesbians). At the same time as the Soho scene was developing, the local authorities in Bloomsbury to the north of Soho (Camden Council), began attempts to stop men from having sex in Russell Square (an established cruising ground for decades). In 1995, the Council cut down shrubs and strung lights in the trees to minimise the spaces in which sex participants could hide, and finally in 2002, they renegotiated the lease with the landowners Bedford Estate and closed the square at night. The cruising moved to neighbouring Bloomsbury Square, but in January 2003, the Council closed that site too. Since there are no other parks that stay open around the clock in Central London, gay cruising have been forced out to peripheral parts of the city. This paper provides a broad analysis of the changes that have occurred in central London's gay geography since the early 1990s (the growth

in commercial meeting-places and the elimination of non-commercial ones) and puts this discussion in the context of the debate around the increasing commercialisation of public space. The paper is focused in particular on the timing of these events and discusses the following questions:

– Why did the entrepreneurial driven place marketing of Soho as a "gay village" happen in the early 1990s?
– Why this particular area? Which were the principal actors behind this development?
– Why did the local authorities' string of attempts to stop men from cruising in Bloomsbury occur shortly after the development of a commercial "gay village" in Soho (at a time when gay men appear to be more tolerated/visible in commercial spaces than ever before)?
– Has there been pressure from businesses or resident groups in the area or from voices within the gay community itself that advocates assimilation into mainstream society?
– To what extent can cruising areas be seen as sites of resistance to the increasing commercialisation of sex and sexual identity?

No research has yet been published on the history of public sex in Bloomsbury and the very limited existing literature on Soho's "gay village", has been essayist in style and focused on particular aspects, such as the legal and political context in which the gay scene emerged. This paper takes a broader and more detailed look at the interaction between entrepreneurialism and political activism that shaped Soho's new gay scene in the early 1990s. Where the existing literature has been narrow in focus and based on selective journalistic sources, this paper is based on a comprehensive review of press material in both gay and mainstream media. The broadsheet press, lifestyle magazines and the specifically gay orientated media reported on the developments in Soho, and the emphasis on that material means that this account is not only a story of what happened, but also of how it was reported. Apart from the press material the research is also based on interviews with entrepreneurs who were behind the new scene, political activists and a survey conducted with gay men who use Soho's "gay village". In addition, I have carried out "participant observation" in Bloomsbury Square and interviewed the Metropolitan Police and Camden Council about their approaches to gay cruising in Bloomsbury.

Heritage Management and Spatial Planning;
the Case of Stolwijkersluis

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The introduction of the Dutch policy-document Belvedere Memorandum (1999) resulted in increasing attention for the relation between heritage management and spatial planning among policy-makers, professionals and researchers. The main objective is that cultural identity is to be seen as a determining factor in the future spatial design of the Netherlands. It is aiming at a new balance between preservation of heritage and new spatial claims through the motto conservation through development.

Especially in areas that are both characterized by high spatial dynamics and high historic values, there are great challenges for planners and designers to combine spatial claims (for example urbanization, nature development, water management) with the wish to conserve the past. Planning and designing with heritage as a starting point first needs a valuation of the historic elements that are present in the planning area. This valuation is a problem in itself as historic values can be formulated from different perspectives. There are "objective" criteria, like uniqueness and intactness of elements and structures. But valuation also needs to consider "subjective" criteria of policy-makers and individuals that are involved in the future development of the area. New forms of cooperation are required to bring together these different perceptions of historic values. An interactive approach is often promoted, also because the complexity of the problem requires different types of knowledge to realize feasible and consensual plans.

Guidelines for this new institutional and spatial assignment are not yet present. Designing and planning in relation to heritage management mostly takes place through trial and error. In the last few years experiences have been gained through a number of projects. One of them, the project Integral Development Stolwijkersluis, can be seen as an exemplary case study for spatial planning based on the principle of heritage management. The project deals with the future of the sluice "Stolwijkersluis" and the meaning of this sluice as cultural link between the town center of Gouda and the southern urban-rural fringe which is the entrance to the open historic landscape of the polder Krimpenerwaard. The direct environment of the sluice is subject to a lot of discussion as a new road is planned through the area influencing the open character of the landscape. Through an interactive approach the project aims at determining innovative solutions for the development of the area in which the restoration of the sluice and the historic values of the surrounding area (polder and village community) take a central position.
The paper reflects on the several ways in which heritage management and spatial planning can be combined. Furthermore, the results of the project Stolwijkersluis will be summarized and discussed to the background of these reflections.

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**The Impact of Multiplexes in Urban Development:
The Case of Ster (Ex-Europlex) Cinema in Larissa**

Cinema-going is one the most popular outdoor cultural activities, affecting a series of social, economic and cultural phenomena in modern societies. This paper aims to specify the impact of the new type of cultural places (e.g. multiplexes) on their neighboring cities. Ster (ex-Europlex) cinema in the city of Larissa, Greece, is used as a case study.
In the beginning, the emergence and, subsequently, the growth of multiplexes across Europe are examined. Then, the consequences of this phenomenon regarding the cinema industry and, mainly, urban planning, are studied.
The paper continues with a brief review of Greek cinema history, starting from the appearance of the first cinema in Athens to the spread of multiplexes in several Greek cities. There is reference to the future of multiplexes in Greece, as well as to the new and programmed investments.
The Ster (ex-Europlex) multiplex in Larissa is presented in detail. The methodology used to study the impacts that the multiplex had on the urban development of Larissa was based on a questionnaire survey conducted in the visitors of the multiplex.
102 questionnaires were completed in four different days and different hours, in the summer of 2003 and were processed using SPSS. The main variables are the following: sex, age, educational level, occupation, marital status, residential area, means of transport to the multiplex, duration of transport, frequency of visit, main and most frequent places of visit at the "commercial centre" of the surrounding area (which includes, apart from the multiplex, a supermarket, restaurants, bowling room, cafes etc.), average money spent per visit, number of persons per visit, criteria according to which visitors prefer the multiplex, compared to other cinemas in the city etc. Some of these variables are cross-examined, to draw some even more interesting conclusions about visitor's habits, in relation to many of the aforementioned variables.
K-Means Cluster analysis is also used in order to classify the main clusters of visitors. The result is the classification of the visitors in five different groups, each with similar characteristics for its members. The paper concludes with the positive and negative impacts of the operation of a multiplex in urban development. These effects are urban, economic, social and psychological. The paper focuses mainly on the urban effects and on urban planning issues that rise from the operation of multiplexes in a city, such as legislative issues, architecture, parking spaces, attraction of tourists and investments, cultural issues, land uses etc.

**Local Identity, Distinctive Characteristics and City Image:
The Case of Nea Ionia, Magnesia, Greece**

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European cities have been, especially during the last twenty years, characterized by a plurality of efforts to construct their identity, to shape or to reconstruct their images, based on the analysis and evaluation of their distinctive characteristics. The main aim is to become more attractive and, consequently, competitive, and also to increase their market share in a globalized economy. Following this option, cities have been elaborating and implementing particular competitive policies and strategic plans in order to attract the potential target markets (new investments, tourists, new residents etc). The production of a positive and competitive image as a "final provided good" is not something that is accidental. The image of a city, related with the identity character (strong or weak), as well as the distinctive characteristics constitute the main elements that contribute to each city's uniqueness.

This paper investigates the relationship between local identity, distinctive characteristics and image, focusing on culture and tourism. The international bibliography shows several cases, mainly of European cities, that support their competitiveness through cultural and tourism development. In addition, the majority of the implemented place marketing policies relate with culture and tourism. The primary aim of the paper is to present the ways with which the cultural image of a city as a "final provided good" could be produced, supported and promoted effectively to the external environment. The secondary aim is to show under what conditions the promotion of this image could induce anticipated profits for a city on a long-term basis.

The data for this paper are provided by the INTERREG IIIc CultMark project (Cultural Heritage, Local Identity and Place Marketing for Sustainable Development, an project) that has been in operation in five European places during the last year: Nea Ionia/Magnesia/Greece, Paphos/Cyprus, Chester/UK, Rostock-Wismar/Germany and Kainuu/Finland. The main aim of the project is to create a final successful image for each place and for the study area as a whole.

The paper presents a structural analysis of the project methodology and uses the available data in order to produce the "final provided good" of Nea Ionia, which is chosen as a case study. The city has recorded its distinctiveness on a general basis and focuses on the development of particular types of tourism. The "final provided good" is a combination of archaeological, sport and food tourism, and these types of tourism have different implementation strategies and tactics. It can be argued that Nea Ionia follows a focus marketing strategy based on its distinctive characteristics and the advantage of an Olympic City, and, consequently, it tries to get a strong position in the area of sport and cultural tourism. It has to be evaluated if this "good" presents a strong or a weak structure. The main concern of the city is to plan and develop particular strategies in order to establish a strong cultural character to the city, focusing especially on the enforcement of the combination between the tourism-culture and the industrial-manufacturing basis.

**Do Culture and Art-led "de facto" Policies Offer Space for
Innovation in Planning Processes?**

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In the last years critical attitudes have strongly emerged criticising the instrumental use of arts and culture in regenerative processes enslaved to the promotion logic of private investors, with the attribution of great symbolic value to the physical improvements as a consequence.

The most part of this kind of approaches revert in the sphere of the sectorial interventions and does not succeed in treating multidimensionale problem of districts in crisis, contributing rather to increase the degrade situations. A creativity – out of schemes of marketing – is parallely emerging, working on social level, departing from the lower part

through collective practices of construction of the urban space, realised by collectives of artists and inhabitants, but also architects and planners. The research in urban field addresses more and more greater attention to the experiences of the daily-life: through the observation of the practices it is possible to understand and to show the validity of an urban action that is already in itself "de facto" policy or project. (Balducci, 2004; Cottino, 2003; Fareri, 2004; Paba, 1998)

In fact just in front of processes and interventions that the populations perceive as "top-down", arises the action of those opposing not trying to stop the processes but trying to formulate their own demand of urban quality, framing forms of "unusual city": not only planning a new system of values on which to found the urban action, but really effecting it in the practices.

In this context to investigate the role of the culture and particularly of the art in the processes of planning – to the level that Kunzmann (2004) defines of Ward/Community/Urban District – appears interesting. At this lowest level of spatial planning and development the involvement of citizens is useful and desirable, but it is also necessary to avoid zoning culture and creativeness. The experience, in fact, show clearly that the creative innovation develops where the city is in transition, where the urban space is undefined, where the social polarisation and strong contradictions are visible (Kunzmann, 2004).

In the case studies analysed the initiatives, sometimes a little visible, have the common character of the not to be institutionalised, and to be hardly recognised by official government. They could be defined as heterotopies (Foucault,1967), or "thirdspaces"/"lived spaces" (Soja, 1996), a kind of space simultaneously real-and-imagined, actual-and-virtual, locus of structured individual and collective experience and agency. In the specific case of Amsterdam they are defined as "vrijplaatsen" (free spaces), and in the Italian context, referring to initiatives developed in Milan, they could be defined as forms of "unexpected city" (Cottino, 2003).

These initiatives have the common character to position their own action in the artistic-cultural dominion, dealing at the same time with matters of more social nature, and still more important to reject any precise organisational structure, acting by the "voluntary involvement", and refusing every form of hierarchisation.

It is interesting in the delineated context to understand how promote the cultural dimension in the lowest level of the Spatial Planning, as Kunzmann (2004) suggests, trying to:
– provide cultural spaces for community action;
– leave unplanned for cultural creativity;
– encourage civil society to contribute;

These aspects will be analysed through the reading of the cases: particularly the Amsterdam debate about the relationship among the "vrijplaatsen" and the "Broedplaats Project" (a project promoted by the municipality for the maintenance and the creation of spaces for/of creativity in the city).

It is evident that by the analysis of this kind of phenomena emerge questions about a new role and new competencies required to planners. In addiction the process of learning and innovation, doesn't affect only the planning disciplinary field, but entering the sphere of the practices meets the operating way of the institutions, so:
– which thin equilibrium have to be realised so that the institution learns without trying to stiffen the fragile and ephemeral forms of "spontaneous" action?
– is it possible to create "boundaries" of generative dialogue among the two spheres?

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Street Music in a Competing Urban Culture: Participation and Oppression in Public Space

Public space in city centres has become the stage of a competition of various cultural activities – warehouses play shopping music, cultural events use strong amplifiers to be heard in distant places, enterprises promote their products, public transport enterprises

entertain customers by advertisements or Beethoven's symphonies. All of those inter-fere with each other in appropriating spaces and compete in gaining the attention of an audience. In this desert of urban noise we also find street musicians, sometimes even with amplifiers because human voices and unplugged instruments are hard to hear. Space is not only determined by the physical structure but also – among others – by rules and regulations as well as by factual actions of individuals (Laepple, 1992). Among planners until today little attention is paid to the competition of urban noise.

The paper presented will consider these three dimensions of space with regard to street music.

Cultural activity in public space can have a participative role – in making visible the potential for action and practicing a variety of behaviour in public spaces. But cultural activity can also have an oppressive effect – in shaping public space in a way that does not allow taking any other role than that of spectators.

Referring to Augusto Boal's concept of culture as an everyday practice everyone can con-tribute to (Boal, 1989), the paper will examine how street music and its competitors are perceived by different actors and how these elements contribute in shaping urban space and in possibly making culture a daily activity for everyone.

In first place, it will try to answer the following questions:

Perception and impact of street-music by different actors
– How do different actors perceive the competition of urban noise?
– Does street music help creating an atmosphere of pleasure?
– How do different actors perceive the music?
– How do different actors perceive other sounds and noises in place?
– How do different actors think about regulations of space?

Street musicians' perception of space
– How do street musicians interact with the different dimensions of space?
– How do street musicians choose their stages?
– How do street musicians react to the urban soundscape?
– How does the urban soundscape influence the performance?
– How do regulations affect street musicians' performances?

After examining street music and its contribution to public space from different perspec-tives the paper will draw conclusions for urban planning with regard to the three above mentioned dimensions of space:

– Rules and regulations: their influence the use of space as a stage for street music
– Action: how cultural activities shape spaces
– Physical structure: its influence on the performance

Creativity and Space: Explorations into the Life-Styles and Spatial Preferences of the Creative Class in Istanbul

Over the last few decades, with the changing modes of production and the re-structuring of the global economy made possible by technological innovations, the urban economies became predominantly based on knowledge, communication technologies and innova-tion. On the other hand, the erosion of the welfare state as well as the corresponding national economic development policies, led to the emergence of a fierce competition between regions and cities in order to attract the highly mobile capital, tourists, profes-sionals and so on.

Lately, another trend is also observed: the economies of cities are increasingly becoming centered on "cultural or creative industries". For the cities which bore the brunt of de-industrialization, these sectors are becoming one of the major instruments for the re-birth of their collapsed economies. The cultural and creative industries play a vital role in the re-generation of urban economies because they not only create new job opportu-nities, but, perhaps, more importantly, they enhance the image of the cities; thus,

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increasing their competitive capacities. This image factor is in turn one of the most important factors that makes a city attractive for capital and people.

As cultural sectors gain a prominence in urban economies, it becomes crucial to develop spatial policies to make cities attractive for the creative people. Hence, it is important to understand the spatial preferences of the "creative class".

This paper focuses on the spatial preferences of the "creative class" in Istanbul. Istanbul has always been the economic as well as the cultural capital of Turkey (though not the administrative one since 1923). Starting from the 1980s, the neo-liberal policies pursued in the country aimed to integrate the city to the global economy led to the development of Istanbul as an international service city and produced a context that is highly favorable for the flourishing of a new "cultural class". The spatial ramifications of these new formations can easily be observed especially in some parts of the historic core of the city and the thriving cultural and entertainment activities. With an aim to explore the relation between creativity and space, we conducted a pilot study in order to analyze the spatial preferences of the Istanbulite creative class and identify the underlying factors that affect their spatial choices in terms of places of living and entertainment. We believe that such an understanding is a crucial first step before sound spatial policies can be developed for an urban environment in which the creative sectors can flourish.

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Leisure in Consumption Spaces: Planning Implications

Recent transformation in the Turkish urban lifestyle can be explained by changing political and economic structures. Particularly within the last two decades, new economic structuring which has been more liberal and outward looking and relative improvement in economic terms made a more global leisure style possible for the Turkish citizens. Changes in the political agenda with the prospect of EU membership is another factor that creates more optimistic expectations in terms of being more modern with all of its connotations including leisure spaces and activities. Thanks to cultural influences of globalisation, Turkish urban life has evolved towards western cases with more awareness of other cultures and lifestyles.

Leisure has been increasingly submerged into consumption in Turkey through shopping mall development in recent years. As opposed to the incivility of the street in metropolitan cities of Turkey, shopping malls serve as an emergent public space with more civilised spatial characteristics. Increasing role of consumption spaces in leisure necessitates a detailed analysis to investigate the factors attracting urban citizens to mall spaces for purposes other than shopping. The impacts of mall development on urban scene also require a thorough analysis as locations, transport modes and user groups of the malls may give clues for timely planning efforts. Their impacts on previously used urban leisure spaces such as the streets, parks and other recreational areas should also be considered to foresee future courses of urban life and planning requirements. Novelty factor is another concern as they were recently introduced to and adopted eagerly by Turkish people. These patterns may change in time, as people become more familiar to mall spaces. This information is required to keep other urban areas attractive and well-maintained during this period.

Considering these developments, this study focuses on the factors making mall an important leisure site for Turkish urban citizens through three different cases from Ankara, the capital of Turkey. All these malls attract huge number of citizens from all age, gender and income groups and previous studies revealed that leisure and entertainment are the dominant reason of use. They are selected according to their location – one from the city center, the other two are suburban with different transport modes – and the attracted user groups. As well as the current use patterns and problems, their potential problems for planning authorities will be taken into account in the research. It is expected to provide clues for future mall development and land use policies.

**The Creative City: Cultural Workers-Networks-Places:
Creative Knowledge Milieus as a Governance Model?**

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Over the last years there has been much talk about creativity – as individual property, as capital, as "connecting device" in the context of new networks, as a model of governance based more on civil society with regards to the relationship between the state, the community and the market, and, most notably, as a starting point for cities and regions, in order to survive economically or to provide position characteristics that can be sold even more effectively in the competition of the metropolises and regions ("unique local preposition").

The paper discusses the significance of local culture and its spatial make-up in the context of the transition from the industry to the service and knowledge society. Contrary to the thesis of a "disappearing geography" the paper argues that the development of creative urban environments and the clustering in the "cultural or creative industries" are dependent on socio-spatial environments and physical-material conditions.

The paper will combine the term "socio-spatial environment" (Matthiesen 1998) with the "milieu innovateur" by GREMI and examine the dynamics of innovation respectively persistence. The research group GREMI (Groupe de Recherche Européen sur les Milieux Innovateurs) defines the creative environment as "the set or the complex network of mainly informal social relationships on a limited geographical area often determining a specific external image and a specific internal representation and scythe of belonging, which enhance the local innovative capability through synergetic and collective learning processes." (Camagni 1991: 3) The different degrees of self-organization of milieus will be shown and transferred to the governance aspects of city development. The paper develops a socio-spatial milieu concept of a "creative knowledge milieu" (Mathiessen 2004; Camagni et al. 2004). The term "placemaking" will be used to describe the strategic component of processes of spatially and locally specific identity formations in the course of city development processes. The paper will argue that in this process cultural coding emerges not alone at the drawing board of the planner, but is also the result of communication and cultural processes of differentiation in the everyday life of the inhabitants.

With regards to city development the "creative class" (Florida 2002) has become as famous as the Guggenheim Bilbao, and perhaps for similar reasons. With a perspective on city development that takes into account not only innovative buildings but also its cultural workers, the cities can be seen not only as places of cultural consumption, but also of cultural production. Cities are key places of interrelated modes of symbol production (finance, food, fashion), which also provide sources of entertainment and places of sociability. Peter Hall's studies on cities and creativity (Hall 1998) analyzed this relationship – between cultural consumption and cultural production – in urban history. The paper is based on an empirical study and Ph.D.– Project on this relationship which describes four places of cultural production in contemporary Vienna.

Using qualitative field research methods (30 biographical-narrative interviews with a method of spatial mapping in the sense of the "photo elicitation method") this study will examine four old industrial places in their spatial cluster of cultural workers. The analysis of the four case examples (a former screw factory, a former chocolate factory, a former milk center and old trade centers) will identify the three following ressorces:

The "space-resources", that is the spatial-local work environment, the "we-ressources", i.e. the networks and the social capital, as well as the "I-Resources", that is the knowledge and abilities of the participants.

The old-industrial buildings located in the inner city offer opportunities for a new form of communication and a workplace organization as well as new forms of the workforce reproduction. With their physical organization the old industrial buildings in inner cities are one factor of "innovation" and an "economic actor", since the floor flat, the size and the infrastructure provide opportunities for a new organization of work and leisure. "Tacit and sticky knowledge" needs locations that permit a face-to-face exchange. Even though

there is a change in utilization these places permit (Beauregard 2004) a (re)contextual-ization in overlapping narratives, which means that things, symbols or architectural design produced by the past can be translated into new narratives. This translation is accomplished by the actors themselves in a creative and cultural action.

The paper will discuss the following three questions:

1. What are "creative places"? How do they develop? What is the role of the "place" in the identity formation of the cultural workers in their local milieus?

2. Who is in the "creative class"? Who are the cultural workers? How do the new forms of "Vergemeinschaftung" and "Vergesellschaftung" work in the "creative milieus"?

3. What are the possibilities of control for urban planning regarding the formation of "cultural clusters" and "creative milieus"?

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Creative Enterprises and the Urban Milieu

Over the last decade, city authorities have been placing increasing emphasis on the role that "cultural industries" and "creative enterprises" can play in making the transition to a post-industrial future. According to the widely cited definition produced by the UK's Department for Culture, Media and Sport, the creative industries consist of those activities "which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property" (DCMS 1998). Among the main elements or sub-sectors are film and TV programme making, broadcasting, the music industry, book and magazine publishing, crafts, architecture, fashion and product design, leisure software and multimedia.

However, the definition of the creative industries remains a matter of some controversy. The importance of creative enterprises is said to be connected to a shift taking place in the developed parts of the world towards a "knowledge based" or "knowledge intensive" type of economy. In such economies wealth creation resides in the processes by which new designs and "recipes" are originated, rather than in routine manufacturing and service delivery operations. Intellectual property becomes the core asset. Also, with the satisfaction of basic material wants having been largely achieved, the symbolic aspects of goods and services increasingly take precedence over their purely functional characteristics. Creativity, especially in working with cultural materials, thus assumes a critical economic and social role.

Because of their small scale, their dependence on individual creativity and their capacity to exploit new media technologies, creative enterprises can exist anywhere. It is cities, however, that have provided the most fertile conditions for their growth. This is partly because the deindustrialisation of the former manufacturing centres has left a stock of redundant industrial spaces that can be readily adapted to their needs. It is partly because of the importance of highly localised informal social networks to the working of these industries. And (according to Florida's influential "creative class" thesis) it is also because creative workers are attracted to the mix of "street level" cultural and leisure opportunities, and the acceptance of social diversity and experimentation, that the most successful cities are able to provide.

There are, however, a number of difficulties that city authorities face in developing effective ways of intervening in the cultural and creative sector. One is that conventional economic statistics, based on industrial and occupational categories developed for an earlier industrial era, are not very well adapted to monitoring the changes taking place in this field. There is an intelligence gap. Another is that the psychological drivers, organisation-

al forms and working practices of cultural entrepreneurs and creative sector workers differ in significant respects from those in more traditional industrial and service sectors. Public authorities are only slowly learning how to talk to and work with this emerging sector.

Against that background the paper aims to (a) explore the distinctive features of the cultural and creative industries, and (b) consider how city authorities can engage more effectively with them. It draws on examples from cities in a number of European countries.

Media as Urban Space – Urban Change and Neighbourhood Integration in the Case of Italian Telestreet

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This paper, connected to my on-going PhD research on the Process City, aims at examining urban change, neighbourhood integration and the production of urban cultural space from the viewpoint of media. Media in its various urban forms – from extensive site-specific penetration into public space to issues of mobility and connectivity – is seen as a spatial typology of urban culture. The paper discusses, through theoretical considerations of the connections of urban space, culture and media, the implications these developments have towards planning. Examples are given from the Italian "Telestreet" neighbourhood television movement. The work on the Process City has so far discussed the three waves of (Finnish) modern urbanization described as the Infrastructure City, the Spectacle City and the Process City, and how they are connected to the cultural dimension of urban and regional planning, thus positioning itself in the "cultural turn" in urban studies. In the Process City urban culture (and the production and indeed research of it) is not merely seen as a cultural (soft) infrastructure or as a series of isolated one-off urban events but also as a constantly moving series of everyday processes and networks. Edward Soja's model of "real-and-imagined Thirdspace" is used to analyse the new spaces of culture such a city produces.

Here urban media is seen as an example of such a new space for culture. It is a "Thirdspace" that is, following Soja's definition, "a lived space of radical openness and unlimited scope, where all histories and geographies, all times and places are immanently presented and represented, a strategic space of power and domination, empowerment and resistance". Media as urban space is analysed in relation to a wider theoretical framework of the implications that mobility, connectivity and networks (as discussed by John Urry and Manuel Castells to mention a few) have on urban space and culture. Following the theoretical context of the Process City, the paper also examines the connectedness of these urban cultural transformations, local – global interactions as represented in the case of urban neighbourhood television and the subsequent implications towards proactive urban planning, neighbourhood integration, the articulation of local urban questions and the formulation of representations.

Examples from the Italian "Telestreet" movement (namely in Milano) are discussed, with a comparison point in the plans for digital television and its connectedness to citizen empowerment in Finland. Of special interest is the comparison of the seemingly grassroots (often illegal) mobilisation of the numerous Italian neighbourhood tv channels "televisioni di strada", and the seemingly opposite top-down initiatives of the participatory citizenship ideology behind the Finnish digital tv developments. In both cases the question of integration and its embeddedness in a certain neighbourhood's political and cultural context counteracts a certain "landscape of power" and simultaneously the activities proposed by each case impose another landscape, both local and global. This landscape becomes a visual, often mobile and always contested space of creativity, planning and neighbourhood participation. As such it is connected to a wider theory of the production of urban space and culture and how proactive planning interacts with these.

While maintaining the hypothesis that media and space are increasingly intertwined both locally and globally, and that media in fact is becoming one spatial typology in urban culture, this paper aims at critically contextualising the implications this may have towards urban and regional planning through the following research questions:
– How is urban media becoming a spatial typology? What are the roles of networks, mobility and connectivity in the production of urban culture and space?
– What are the implications to urban and regional planning?
– Do the street television initiatives, as an example of urban media, increase neighbourhood integration or further contribute to spatial and cultural segregation from which they are born?
– What kind of neighbourhood participation do these initiatives produce? Who are the participants and what kind of clusters may they form?
– What urban and local questions are articulated via the neighbourhood television? How are visual and symbolic representations of these questions formed and do they transform the built environment itself?

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The Impact of Creative Industries on a Region: The Case of Helsinki Metropolitan Area

This paper discusses the impact of cultural industries and new technologies on the regional development. The paper is based on an empirical research conducted in the Helsinki metropolitan area. In the research, new urban professionals were studied with the help of extensive statistical material, a questionnaire and interviews. The target groups in the research were design and information technology professionals, the new cognitive elites or "symbol analysts"(Reich 1992) or creative class as Richard Florida (2002) has called this group.
This study deals with lifestyles, use of time, the housing preferences and general values of these professionals. The choices of the professionals in the research seemed to be decisive in the location of new business activities and set new demands on cities in terms of the quality of housing, the cityscape as well as the cultural services. The new professionals and industries seem to restructure the region.
Representatives of these professionals were more orientated towards the city than Finns generally. However, also among these groups nature was the most valued environmental quality even in the inner city core. Nature and urbanity seemed to be the qualities that the respondents strived to combine in different ways in their way of living. The design professionals preferred the inner city, while the information technology professionals preferred the suburbs. The former can be described as "inner city urbanites", and the latter as "nature urbanites". They were also in favour of socially equal and heterogeneous housing areas. They were favourable towards housing areas where people coming from different backgrounds live, and were not interested in isolating themselves from the surrounding neighbourhoods and city. A lively inner city core was valued.
Also the new technologies have specific location patterns in the metropolitan region. They prefer the west side of the city and avoid the east, traditionally a location of working class.
As a result, s new kind of differentiation seems to be taking place in the Helsinki region: a third Helsinki is emerging, very different from its' predecessors. The first Helsinki was strongly an administrative city, the second an industrial city. These two cities had a specific pattern and planning principles. The third Helsinki has a new structural logic. However, planning and administration do seem to recognise the new developments but are still following the order and ideals of the industrial, nordic welfare based on concepts and contradictions of work, leisure and industrial classes.
Theoretically, the paper discusses the theories of Richard Florida, Saskia Sassen and Chris Hamnett.

**Culture Stories – towards a Narrative
Understanding of Cultural and Creative Urban Branding**

This paper offers a conceptual frame for understanding the phenomenon of branding the cultural and creative city as it applies to new forms of contemporary urban governance. The paper argues for an understanding of the way cultural and creative urban brands are produced and re-produced within what could be termed the "narrative turn" in planning and social theory (Eckstein & Throgmorton 2003, Finnegan 1998 Sandercock 2003). By expanding on this notion of the importance of narrative – both as a "reading" as well as a "writing" strategy – the paper includes the notion of narrative into a broader frame of discourse analysis, power studies (Jensen & Richardson 2004) and geosemiotics (Scollon & Scollon 2003). It is argued that the way places are "told" and "read" in culture and creative branding narratives need to be sensitive to the place bound, spatial components of the particular city as well as to the discursive frames of specific power plays. The analytical frame focuses on the "representational logics of urban intervention" with an emphasis on the link between discourse and place (Richardson & Jensen 2003). Thus by asking "what's the story in this territory?" the paper argues for a more sensitive and critical analytical approach to urban branding. The frame of analysis will tentatively be applied on empirical cases within the realm of cultural and creative city branding (Bianchini & Parkinson 1993, Evans 2001, Kunzmann 2004, Landry 2000). At the end of the paper the debate on the specificity of the European City as a distinct urban culture and creative branding strategy will be touched upon (Kunzmann 2002, LeGales 2002).

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Branding the City through Culture and Entertainment

Place marketing has been established as a philosophy of place management and a function complementary to planning. Within the context of place marketing and in pursuit of wider place management goals, places throughout the world are shifting the focus towards place branding and are increasingly importing the concept and techniques of product and corporate branding. This is a trend that has been accelerated in

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recent years, especially within the new conditions created by the increasing role of image-based strategies and the growing importance of the cultural, leisure and entertainment industries within the contemporary economy, as much for tourists and other visitors, as for the local population.

Both evidence from the practice, interest in the press and theoretical contributions on the topic suggest that Culture and Entertainment have a major role to play in local economic development. This is exemplified, for instance, in the intense competition between cities to become the cultural capital of Europe, which demands an increased investment. Also the transformation of derelict industrial areas into culture and entertainment districts has been seen all over Europe as a major "method" of regeneration and the means to revitalize local economy. Culture and Entertainment, therefore, have a major role to play in place and city branding as well. A role, that is apparent in the highlight in city promotional material of these new cultural districts, the promise of "exciting" entertainment opportunities, the emphasis on cultural events and festivals and cultural "flagship" projects. Especially the organization of small or bigger scale art, sport and other types of events and festivals are seen as instrumental in establishing and reinforcing the place's brand. So far, the literature of place and city branding has dealt mostly with the appropriateness and possibility to transfer knowledge from the original field of marketing products to the peculiar operational environment of places and there is a clear focus on branding the place as a tourism destination.

This paper will, first, consider the possibilities to expand the target audiences of city branding to include not only visitors, but, among others and especially, the existing residents of the city. The paper will, secondly, discuss the trend of Cultural and Entertainment Branding as it is apparent in practice and identified in the literature, by examining the role, contemporary use and integration of cultural-entertainment events, venues and districts in the process of city brand development and communication.

It is, thirdly, the aim of the paper to evaluate the importance of culture – based and event – based strategies and discuss the impact and effects of such strategies within an expanded city branding context. Parallel to commenting on the effectiveness of the above trends for city marketing and city branding, the paper will examine the implications of cultural and entertainment branding on the physical, economic and social environment of cities.

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Innovative Strategies.
Two Regional Cities Turning Towards Culture

In his book Cultural Planning an urban renaissance, Graham Evans states: "In the new industrial era, the symbolic and political economics of culture have arguably never been so interlinked!"

With Evans' statement in mind, this paper sets out to tell the tales from two regional cities (Odense and Aalborg) in Denmark. Both cities have chosen to make it one of their objectives to bring culture into focus in the battle for residents, business and growth.

On the city level, a paradigm-shift makes several discussions emerge. In the process of developing a new cultural approach to planning and, especially, incorporating culture as a future economic competitive parameter, these cities are confronted with complex obstacles, such as linearity and box-like thinking, as Charles Laundry addresses it. The discussions often appear as two opposites and can ordinarily be categorized and seen as the notion of traditional cultural institutions versus events and leisure, industrial planning versus post-industrial thinking, and the local tradition versus multiethnic possibilities.

The question that this paper raises is therefore, how the city council and other local actors can overcome these obstacles and transform the discourse from a point of "one versus the other" to a new debate which, in time, will form a new field of action. The

open "box" in which the local actors find common ground to develop the Creative city – as Laundry first called it.

By unfolding cultural- and knowledge-based projects, this paper elaborates on the question asked, and emphasizes a possible way to transform the debate and introduce new types of projects based on creative thinking and innovative strategies.

The first project from Odense describes the introduction of a Bazar (a Middle Eastern marketplace) in a former industrial area. The city of Odense is facing integration problems and is re-developing its harbor and a former industrial complex. The Bazar is introduced as the starting point of a culture- and knowledge-based revitalization process that includes private and public institutions, business and culture.

The second project from Aalborg shows the start of a future creative area by the waterfront, which includes a joint project between Aalborg University, The City Council and the Academy of Music in the construction of a concert hall and a house of education (Musikkens Hus designed by Coop Himmelblau), and also a hothouse for creative entrepreneurs (Dreamhouse). Finally it includes a scheme for the transformation of a former power plant into a public cultural plant with theaters, music venues, a new urban version of a sports arena, a hothouse for the leisure industry (Dreamhouse 2) and a shopping area.

Reflecting on the mentioned cases, this paper recommends a project-based approach as a way of overcoming linearity and box-like thinking when taking on cultural and knowledge-based development strategies. A framework based on economically sustainable projects, including public and private actors like those in the Bazar, can start a transformation process towards an open and creative townscape, because a wide range of the local actors see a profit in participating and are therefore open-minded when it comes to experiments regarding new ways of working.

Planning for Homo Ludens Urbanus

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In my doctoral dissertation, I have studied interaction in urban public spaces and its relations to the practises of consumption. The focus was on the supposed separateness of consuming urbanites and the interconnection between the individual selfhood and the social order in the modern city. I argue that to form a shared social sphere the present urban public space actually requires consumption as a way of reproducing individuals selfhood.

Based on the writings of Richard Sennett, Georg Simmel and Erving Goffman and empirical analyses in Helsinki, capital of Finland, I have derived the concept of play as a social form that governs the social setting of public life as an exchange between citizens. Play forms a hybrid sphere of being private in public and governs the mental and practical orientation in urban public space.

The main character of urban culture is attached to mimetic self-relation, i.e. the mode in which an individual who is stranger to other individuals in the city publicity projects her or his ideal self-image and opens up to new ways of performing herself or himself. The basic idea of society that Goffman had as "self-dramatization" and "impression management" turns inwards in the culture of urban consumption. What does this mean to physical urban space and the production of it? Further, how should planning reply to it? How to make city to inner-directed consumer-urbanites?

In my paper my intention is twofold. I will first analyse and criticise the present spatial order and the production of space in Helsinki. Secondly, I try to pave the way for a more realistic planning based on my findings. The following ideas will be developed:

– Hannah Arendt's classic idea on public space was leaving oneself and laying oneself open to others (and Other). This should and could be a conscious aim on urban planning also in the consumeristic city.

– New semi-public space is overly uniform, although urbanites have performed a

tendency to multiplied cultural consumption, for example urban happenings, cultural events and mobile telecommunication.

– Urban public space should be open for urban dwellers to leave their marks on, to trace and share the marks of others, as well as to comment on them and to contest them.

– The physical urban space of the city (urbs) should mirror the social community that inhabits it (civitas).

– Communicative planning should not forget the non-communicative.

– It is the logic of theatrum mundi (worldly theatre) that governs urban sociality. That is why urbanites don't project their selfhood onto space, but they project their selfhood onto performances of their selves in space. This is the public man of today in action, and he/she is worth of a city.

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Implementing Strategy for Creative Spaces: Cultural Quarters in Scotland

The arts and cultural sectors have been used in recent decades by many cities and towns as a driving force for urban regeneration because of the potential of arts and culture-related development to bring about economic diversification, job creation and income generation, as well as image enhancement. In Scotland, this approach has been followed to some extent by all cities. Moreover, at the national level, the Scottish Executive has prepared a National Cultural Strategy to ensure that maximum benefit is obtained from cultural development, together with guidance for local authorities in how to implement such a strategy.

An important mechanism used in Scottish cities in this context is the encouragement of cultural clustering by means of cultural quarters. These are areas that contain a relatively high concentration of cultural uses and that are considered appropriate for further concentration of such uses, so as to exploit notions of synergy, complementarity of uses and "critical mass". They may be aligned to cultural production (for instance in terms of art and design, digital media, music or film production), or cultural consumption (for instance in terms of arts and entertainment facilities) or both – indeed, in may be suggested that successful cultural quarters will of necessity contain a cross-fertilisation between production and consumption uses. In all cases, concentration is commonly accepted to lead to synergy, agglomeration economies and minimisation of amenity loss. In the case of consumption-related uses, complementarities may be developed whereby new uses such as cinemas may prompt greater usage of nearby uses such as restaurants, and indeed the range and variety of consumption-related uses may be a large part of the attraction to many visitors, with the suggestion of a "critical mass" of attraction to be aimed for. In the case of production agglomeration, beneficial effects are seen to arise from the clustering of cultural uses, a cluster referring to a grouping of industries linked through customer, supplier and other relationships that enhance competitive advantage. Indeed, it may be argued that cultural businesses in particular depend on face to face contacts, and so it is desirable to concentrate such business within a small area, which may create a virtuous circle whereby further business are attracted. Hence the proximity of producers allows the enhancement of competitive advantage through exchange and the development of networks. Such factors explain in part why creative industries in general show a strong proclivity to spatial clustering. This goes further than mere efficiency gains, since clustering can also facilitate transmission of information, opinions and cultural sensibilities.

The development of appropriate spaces for cultural production is of critical importance within such areas. This paper considers the experience of cultural quarters in Dundee and Glasgow (both cities experiencing urban decline) in implementing the National Cultural Strategy by means of creative industries and the development of creative spaces, and the extent to which linkage between production- and consumption-related uses has been achieved. Dundee's cultural quarter is designated in the current local

plan for the city, and is broadly based upon consumption uses, but with a significant flagship development, Dundee Contemporary Arts, which combines both consumption and production uses since it includes two cinemas, a bar and restaurant, a print studio, and Dundee University's Visual Research Centre, which allows artists to produce prints, books and CD ROMs, to create three dimensional models and to make, edit and finish videos. There are also explicit linkages to the nearby Digital Media Park, which is proposed as the hub of an expanded sector focusing on computer games technology, in which the city currently has a key strength. Glasgow's Merchant City area, while not designated formally as a cultural quarter, is acknowledged as a concentration of arts uses, and is the focus of a range of policies and initiatives aimed at increasing such uses, particularly those in the visual arts. However, there is evidence of market failure in the area in terms of property provision for creative industries, and the city has therefore proposed two new major developments combining artists' studios and gallery spaces in the area. It also proposes to implement a business support mechanism and incentives to encourage new business start-ups in the design and media industries, and is seeking to develop managed incubator space for arts-based activity.

Approaches to creating creative spaces, and linking production and consumption uses, are clearly different in Glasgow and Dundee. The paper examines the nature of these differences, and explores to what extent they are grounded in differences in context and policy aims. It also offers conclusions regarding good practice in the application of policy to bring about broadly-based sustainable regeneration outcomes by means of clustering of creative spaces, with appropriate linkage to cultural consumption. Such conclusions are clearly of relevance for cities in other contexts.

Role of the Culture and Tourism
Development in the Strategic Planning for the City Attractiveness

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What is the role of the culture and tourism development in the strategic planning for the city attractiveness? Because of the increasing inter-urban competition, many local governments are forced to establish efficient strategies in order to adapt to their new environment of competition. Besides, in our society "which spends less time in production and much more time in consumption" (Davezies, 2004), to be more competitive, these strategies are often based on the concept of consumption which includes culture, leisure, education and tourism. Particularly, many local actors consider that culture and tourism are the best assets for the local development, especially for the improvement of their attractiveness. These two fields are certainly different, but they are interdependent. The growth of the "cultural economy" (all activities related to cultural productions, commercial leisure, cultural "consumption") more and more influences traditional city planning, above all, in many urban regeneration operations and town center renewal programs. For example, several ex-industrial towns, like Bilbao, Barcelona or Turin, mobilize a series of "urban projects" which privilege the cultural dimension as well as tourist promotion.

We can say that the emergence of cultural features in city planning is already generalized, even if its application in real and concrete projects is rather delicate and complex. Indeed, several experiments show that to improve the image of a city developing its cultural aspect, it is not enough to conceive ambitious cultural projects. It is also necessary to develop, at the same time, strategies which are based on a global project, "a general and prospective vision" (De Courson, 2001) of a city, with partnerships between various actors in this process. In order to understand these complex attributes, at first, we will try to clarify the theoretical framework in two phases:

1. Analysis of the current place of culture and tourism in the spatial planning of the city, starting from the definition of urban attractiveness, the central concept for local development.

2. Current evolution of the notion of cultural spaces. Many researchers interpret cultural and tourism activities in the framework of "consumption" (which is not limited to the strict commercial dimension). Based on this idea, we will try to outline certain character-istics of "consumption spaces" (which offer multiple activities: culture, leisure, retail, restaurants) at the same time, questioning about the increasing incidence of commer-cialism and globalization in the cultural field.

This paper will illustrate two case studies (one in Europe, the other in Asia).

1. How is the city of Turin searching for strategies for attractiveness? The Strategic Plan (Il Piano strategico di Torino, 2000) emphasizes the development of cultural and tourism fields: it is an ambition for promoting Turin as a cultural, tourist, commercial and sports city. The grand transformation project for its abandoned industrial lands (approximately 2.500.000 m2, Saccomani, 2000) aims also for the accomplishment of numerous cul-tural, commercial and sports equipment (also due to the Winter Olympic games 2006).

2. Seoul, Capital of Korea, a city surely little known in these terms (culture and tourism), has also experienced, for a number of years, the promotion of its tourist and cultural activities by means of great events (sports, fairs, exhibitions, etc). Relatively "poor" in terms of architectural heritage (due to many wars and too rapid urban expansion), how-ever, the city proposes to visitors and tourists diverse dynamic places of consumption. Among them, we will observe a case of enhancement of an old district, marked by tradi-tional cultural activities, which became one of the most famous tourist places in Seoul. Thus the city hall of Seoul has started more rigorously to supervise the management of this district.

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The Enhancement of a Lake District in Lombardia:
A Cooperative and Creative Approach

The paper aims to present an experience currently carried out in Lombardy (Italy) related to the promotion of the touristic district "Tremezzina-Isola Comacina". Different operative and financial instruments are combined to improve this area, that is located at the northern edge of the metropolitan region of Milan, as a buffer zone between Lombardy and Canton Ticino in Switzerland.

The project aims to make a competitive territory of the wide western side of the Como's lake throughout the promotion of actions and interventions on cultural heritage, tourism and training, with integrated and pro-active policies aiming at a balanced and sustain-able territorial development.

Tremezzina-Isola Comacina district can be divided in two parts: the lakeshore and the mountain. It is a complex territory on morphological point of view, with a densely build up area and high concentration of economic activities and tourism by the lakeshore and the mountain side characterized by wilderness, low density and abandonment of land by population.

Considering land, environment, landscape and cultural heritage as a whole ensemble, the project aims at a balanced territorial and economic development either of the lake and mountain sides of the district.

The innovative aspect of the project is the integrated approach adopted in the view of the development of the whole district composed of 27 municipalities, characterized by high territorial imbalance between the lakeshore side and the mountain.

Tourism is the first economic activity of the lakeshore, both ensuring high income and high anthropic pressure on the environment, especially during spring and summer time. Not the same happens in the mountain area, declared a depressed area (Ob 2 ERDF), where the richness of the natural and cultural heritage is unknown by the tourists, and agricultural activity is under risk of abandoning.

The new administrative instrument adopted is the Territorial Development Framework Agreement (Accordo Quadro di Sviluppo Territoriale AQST) here used as a start up instru-

ment to promote in a comprehensive way a district by enhancing the unique cultural heritage and landscape.

The AQST belongs to the new generation of the "negotiated agreement instrument" aiming to promote the partnership between diverse actors involved in the decision making process and interested in investments. It is a sort of territorial contract between public and private actors. It combines, different planning and operative tools and financial instruments, EU programmes, etc., aiming to converge strategy for large territories toward a common objective: the improvement and more balanced development of the area.

The challenge is to carry out a strategy to ensure a sustainable and balanced development by enhancing landscape and cultural heritage and improving tourism and economic activities for a win-win result instead of the historical competition between the lake and the mountain.

Historic Centres under Pressure. Lights and Shadows from the Italian Experience

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The fate of historic centres in times of heavy social and economic change is linked to a number of factors: rate of growth, new life styles, new social priorities, land use changes, new functions, modes of spatial development, government control. All these elements are having a great impact on the city, changing its role, functions and needs. This is particularly evident in the historic centre, which is (and most of the time still is) the central core. Like most Central Eastern European cities after the fall of the Berlin wall, Italy experienced, after the 2nd world war, heavy pressures on the historic fabric, suddenly extremely valuable thanks primarily to its central location. When urban growth is so rapid that spatial and infrastructural organization is unable to adapt to the new needs, central areas are most requested for offices and commercial development. Later, when urban growth will come to an end and larger territories involved in the dynamics of development, historic centres will be subject to heavy pressures coming from the tourist industry on one side and the prestige attached to the location on the other.

During the last half century a strong cultural debate developed around the issue of protection and revitalization of historic centres, involving conflicts between tradition and modernity, development and containment, temporal and spatial limits of protection policies. Within this process, scholars and experts were sometime bypassed by social and economic transformations, while in other cases they were able to indicate new paths and challenges for sustainable development policies. In the fifties real estate developers tried very hard to get building codes providing higher densities in the central areas, in order to substitute the existing fabric with new and taller buildings. At the beginning the debate developed around the issue of inserting modern architecture into an old pattern. This was the time when speculation proved more dangerous for the historic centres than the recent war. The idea that the old urban fabric itself, and not only the most prominent buildings, needed consideration and protection was not yet part of social awareness. That came later, thanks to the admirable work developed mainly by free cultural associations, who were able to make popular an issue that seemed confined to a small number of scholars. As a result, many historic centres became highly attractive on the real estate market: living or making business in the historic core was a status symbol and no speculator even thought of destroying an old house in Venice for making a new office building.

Once the idea that historic fabrics were to be maintained was popularly accepted, people realised that this was the beginning of physical protection but change in functions and social composition was going to transform the very essence of the area. Eviction of residents by economically more powerful newcomers, disappearing old crafts, spread of tourist activities were changing and actually erasing some basic elements making the area attractive. Scholars, planners, politicians got involved in a debate that touched different issues like cultural values, housing policies, property rights, economic trends,

social policies. Experiments, pilot projects, legal and illegal practices were all resulting from a social attitude strongly affected by the idea that historic centres are in fact a basic asset in the contemporary city. Today, demands of residents, users and visitors are different because historical conditions are different. This suggests the need of policies able to respond to the most recent cultural and social attitudes, having in mind that we are confronted with a highly fragmented society.

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The Governance of the Uffizi Renewal Process.
Symbolic Policy, Cultural Significance and Symbolic Capital

Recently several European planning debates have focused on the relations between culture, urban planning and urban governance (e.g. the 2003 post-AESOP/ACSP-Conference "The Future of Deindustrializing Regions"; in Dortmund, Germany, and the 2002 Symposium "Creativity, Culture and Urban Development"; in Menaggio, Italy). This speech tries to point out the necessity for specific categories to analyze and to interpret the kind of interactions, which can be pushed by the involvement of cultural symbols within urban projects and processes. The case study of the renewal of the Uffizi Gallery and the regeneration of a part of the historical center of Florence constitutes an interesting experience to observe through these categories and to reflect upon them.
In 1998 the Italian Minister of Cultural Heritage and the Mayor of the City of Florence began the project of the renewal of the Uffizi Gallery, with the objective of enlarging the exhibition surface and opening a new exit at the back of the building, in Piazza Castellani. Together with this new exit, a private investor and the City Council planned the conversion of a disused cinema into a restoration and service center, called "Uffizi Center", and the renewal of Piazza Castellani. In 2001, the next Government Vice Minister of Cultural Heritage opposed this project for aesthetic reasons, although it was already approved and financed. This noisy quarrel halted only a part of the project.
Today the Uffizi Center and Piazza Castellani have been renewed by local public-private investment, but the new exit of the Gallery is still incomplete and uncertain.
Culture is becoming more and more a specific dimension of spatial planning literature and practices (Kunzmann 2004). In the European context it demonstrate its important role within urban regeneration policies and processes. In this particular dimension, the public's and the media's attention are attracted by the social symbols and the cultural values involved, influencing policy interactions. Coping with the Uffizi, the archetype of all museums and the symbol of Italian Renaissance and of Florence, actors' behaviors demonstrate qualitative differences compared to more common and "material" issues. Considering its cultural significance, we can better comprehend this interactive process as the representation of a "pragmatic performance"(Alexander, 20004), in which public and private actors display the "symbolic capital" (Bourdieau, 1977) related to the Uffizi, in order to promote or slow down the project. The policy process also shows relevant similitude to the "symbolic policy" category.
The integration of these analytical and interpretative categories let emerge a more comprehensible dynamic of this policy interaction and let us understand how the cultural symbols and heritage can be mobilized in urban regeneration processes.
The speech is drawn from field research with a deep multidisciplinary characterization, based on interviews, documentary research, on-the-spot investigation and mapping.

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Cultural Spaces and Identity of the City:
Two Italian Experiences

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The concept of cultural planning is still largely unknown in Italy. It has been introduced only recently in the curricula of few planning schools (at the University IUAV of Venice, for instance), where increasing attention is called to the crucial role played by culture in urban life and planning processes. When speaking of cultural planning we mainly refer to Mercer's conception of cultural planning as "the strategic and integral planning and use of cultural resources in urban and community development" (Mercer, 1995). In such a reasoning, we give the term "culture" a very wide meaning, thinking not only of "high" expressions of art and culture (literature, fine arts, performing arts, classical music) but also of more popular forms of expression including a broader range of cultural assets in the cities such as traditional art forms, the media, handicrafts, fashion, design, sports, town planning, historic monuments, tourism, cooking traditions, entertainments, and local history (Bianchini and Parkinson,1993). Even though in the Italian context cultural planning is not yet considered as a relevant conceptual category or as an actual instrument for planning and policy making, we think it is already possible to draw some reflections on this issue starting from the analysis of empirical experiences which will be regarded under the perspective of the role played by culture in the evolution of the city. In this paper we will consider two – very different – cases. On the one side we will describe the cultural activity of a medium-sized city in North-East Italy: Treviso (Venice). Here a private actor – the Cassamarca Foundation – has worked since 1992 promoting and sponsoring great cultural projects in the city such as the birth of the University, the re-opening of theatres and museums, the organisation of national-level exhibitions. Such interventions had great impact on the quality of life in the city, on the capacity of attracting people, visitors, users and also represented important urban regeneration episodes. The Cassamarca Foundation in Treviso is the case of a private actor playing a crucial role in the promotion of culture in urban life and planning in a medium-sized city, without having however the formal authority of starting and realising a cultural plan for the city. On the other side the paper will consider the case of Milan, that is radically different from the previous one, since it is the case of a metropolitan city characterised by a very broad cultural supply, produced by a great variety of both public and private actors, sometimes working within the frame of institutional policies and some other times acting spontaneously. Culture -particularly if we give the concept a wide meaning – represents a very important dimension of urban life and economy in Milan and a powerful urban regeneration factor as well. Shows and events related to design and fashion, but also exhibitions, theatre performances, concerts and festivals are only some of the facets – the "institutionally acknowledged" ones – of the cultural life in the city. That is, nevertheless, also affected by spontaneous, informal, micro cultural dynamics that sometimes prove capable of activating important regeneration processes: this is the case for instance of the new creative district in Porta Genova, the most known and best-established example of such a phenomenon in Milan.
The paper will not regard the two cases of Treviso and Milan within the frame of a comparative analysis, that would not be possible neither correct because of the great difference existing between the two urban contexts. The case studies will instead be considered as an occasion to draw some broader and theoretical reflections on the issues of cultural planning and the role of culture in urban development and regeneration. The two cases analysed – just because of their differences, of their being almost poles apart along an imaginary spectrum of situations can interestingly and usefully contribute to such a reasoning, that in Italy is starting – only at this time. They also allow to make some considerations on the fact that public and private actors promoting and realising cultural activities have different roles, competences, resources, depending precisely on their different institutional nature. Swaying between empirical observation and disciplinary literature the paper tries to share in the debate on cultural planning and to contribute to the reasoning on the related issues.

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The Thing Called "Culture" – Integrating Culture into Spatial Planning and Architecture

During the last decades of the 20th century, cultural studies have gained increasing influence in a variety of fields and hundreds of definitions of the term "culture" fill the lines of elaborate text books. Based on my background as an architectural theorist and an anthropologist the proposed paper will focus on different theories and understandings of culture in relation to spatial planning, using mainly an anthropological approach. This abstract is a theoretical framework which will in the paper be underlined by various planning examples from Greater Europe.

Since anthropology is t h e discipline that dedicates most efforts to the study of human beings within all dimensions of their cultural environment I find it most interesting to make use of this anthropological interpretation of culture and relate it to the different aspects of spatial planning.

If culture and planning strategies are to be discussed in a European dimension it is first of all important to define the notion of culture, to observe recent cultural changes and obtain an understanding for current transnational cultural flows. Other than probably the majority of the papers presented in this track I will not focus on places or buildings that are related with so-called "high-culture" but I will concentrate on the cultural formation that comes from within the people, new cultural spaces that are constructed through regeneration processes, through gentrification or through the integration of migrants.

Urban and regional planners such as architects are often overtaxed with such complex interrelations and therefore it is now more important than ever to expand ones view and to look for solutions in disciplines outside ones own field – an effort that is still not really proceeded at most European schools of planning. However, what Giancarlo de Carlo said for architecture: "In reality, architecture is too important by now to be left to the architects", is true for all kinds of spatial planning.

What is culture? There is no single true definition of this term and there will never be. In addition, all the existing definitions allow for very different interpretations. However, there is one common feeling and notion of how people approach the term culture and thus, as an expression, it is important in its unifying character to deal with it in spite of its complexity. As a definition to work with, I consider it as satisfactory to see culture in its broadest sense as an environment that encompasses common sets of beliefs, values, systems of thought and world view.

As unclear and imprecise as the definition of culture may be – I strongly argument that planners should focus on culture in all its dimensions and not only in a one-sided narrow approach, which is culture in its appearance as the "icing on the cake" meaning a residual notion referring to arts, crafts, music, and literature which add "local color" to an otherwise global process.

The increasing confusion regarding cultural contexts has led to a worldwide search for a new meaning in architecture and spatial planning, resulting in a variety of approaches. New challenges will arise especially in the contemporary context of a Greater Europe. Globalization trends, massive urbanization, informational revolution, and the spread of consumerism do not allow the time for adaptation but are over-whelming especially in regions that are still in a process of closing an economic back-log. Within Europe this desire for an economic balance raises fears that this equality could also penetrate into the cultural dimension, slowly homogenizing the beloved cultural specifications of each individual nation.

In my perception the observation of an entire Europe being homogenized is a very unlikely scenario and throughout my paper I will therefore concentrate on the aspects of creative transformation and the new challenges that are offered by this phenomenon regarding planning considerations. After all, housing and spatial planning are important human universals, but a Greater Europe does not mean that there are universal rules. The lively discussion about the cultural process of a European unification covers topics reaching from transformation, the loss of cultural boundaries, homogeneity versus heterogeneity to futuristic scenarios introducing an "imagined culture". In my paper I will

highlight some of these theories and set them into relation with planning issues. The European Union uses the fashionable notion of "unity in diversity", a possibility of cultural imperialism coexisting with vital cultural identities. So is this already a "European culture"? In any case it is true that for the first time we are acting on an expanded, maybe even a global playing field and in this regard Peter Worsley´s striking words "until our day, human society has never existed" for the first time seem acceptable.

From "Creative City" to "No-go Areas" – Lessons from the Expansion of the Night-time Economy in English Town and City Centres

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This paper is in four parts. The first provides the context for the unprecedented expansion of night-time alcohol related entertainment in English town and city centres over the last decade. The connections between urban decline and policies towards planning, regeneration and licensing reform – the "creative city" – are explored. The scale of expansion of the night-time economy is considered for major cities, secondary towns and urban sub-centres. For example, 130,000 revellers are typically found on the streets in Manchester city centre late night at weekends and 12,000 in Kingston upon Thames, a higher income town centre in the suburbs of London. The second part of the paper discusses the impacts of the increase in licensed premises in terms of "cumulative effect". These impacts stem from excessive competition between pubs, nightclubs and bars, that fuels youthful binge drinking, leading to a rise in crime, disorder and anti-social behaviour, increases in environmental problems such as litter and noise and subsequent detrimental impacts on health. There is also evidence that other groups in the population find town centres threatening and unpleasant after 9 or 10 pm. Most recently, a type of "moral panic" has taken over discourse on the topic with politicians and journalists alike describing town centres at night as "no-go" areas for people over 30 years old. In a time span of ten years, many English town centres have been transformed from spaces that were relatively deserted at night to spaces that have concentrations of young drunken people out on the streets until the early hours of the morning. The third section of the paper discusses the policy responses of the British Government as it tries to reconcile planning policies that promote "cleaner, safer and greener" town centres with, on the one hand, free market inspired licensing policies and, on the other, "tough" policies towards crime and anti-social behaviour. National planning policy guidance has been based on revitalising town centres during the day and has not addressed changes in the night-time economy. At local level councils and magistrates have been encouraged to be permissive. The large corporations which dominate the entertainment industry in Britain have been able to exploit weaknesses in the national planning framework and licensing system to produce concentrations of "vertical" drinking establishments geared towards a youth market. Responses to these changes touch on a wide variety of agencies and local organisations. These include land-use planners, the police, licensing officers, environmental protection, economic development and waste management officers from the local councils and local licensees, the police, local residents and transport providers. Local practice is ahead of national policy and there are examples of area based managerial approaches that have been formulated through collaboration between the different stakeholders involved. These initiatives have been both integrative and imaginative. The potentials and limitations of these new approaches will be considered with reference to specific examples, such as Cheltenham, Westminster, Nottingham and Leeds. The expansion of late night drinking also imposes strains on services such as policing, refuse disposal and enforcement agencies. The dilemmas posed by the financing of extra services to support night-time activities will be noted in the context of the Government's proposed solution, which is to introduce Business Improvement Districts and "alcohol disorder zones".

Finally the paper suggests that the problems experienced in England provide an extreme incidence of changing patterns of consumption that are being experienced in many developed countries. It recommends that the failure of English policy makers to anticipate the detrimental effects of a well-meaning liberalisation should be used as a warning for European cities that are engaged in marketing themselves as "party cities". The English experience demonstrates the need for a clear planning vision that encourages vitality and diversity but that also provides controls over the dominance of the most profitable forms of entertainment, which in the English case, is youth based "vertical" drinking. The importance of providing a vision for, and an adequate planning and environmental framework to manage, the night-time economy is underlined by reference to the good practice examples considered in the preceding section.

The paper draws on the author's experience of carrying out funded research projects and acting as a Parliamentary adviser and as a consultant to a British government department on the topic. It uses primary and secondary sources derived from those unpublished projects as well as material brought forward for official reports and inquiries. The documents interrogated include national policy guidance, locally produced strategies, consultants' reports, statistics derived from national sources, police reports, evidence brought forward to House of Commons Inquiries and Select Committee reports and other data sources. The primary sources include a national postal survey of local authorities and evidence from case studies.

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**Leisure and Entertainment in Waterfront Redevelopment:
An Issue of Urban Planning in Rotterdam?**

In many cities former port areas have changed form bustling waterfronts into derelict zones of obsolete warehouses, wharfs, cranes and shipyards in the late 1960s – early 1970s. After a decade or so of abandonment, redevelopment of these inner-city zones has been a hot issue in post-industrial urban planning since the 1980s. Planning not just aims at restoring their physical and economic vitality and returning them into the property market, but also at creating the image of a thriving city in order to get a larger piece of the "floating" international investment for the city. High-value housing, retail development and new office space are major components in most of these regeneration programmes. Notwithstanding the importance of these components, it is particularly the spectacular leisure and entertainment component of waterfront redevelopment programmes that figures in city marketing as flagships that (should) give cities a glamorous international image. Such an image may attract foreign visitors, but is chiefly considered to be efficacious in the development of key-sectors of dynamic post-industrial economies, such as hi-tech services and creative industries.

Purposive policies to turn these brownfields close to water into hi-value zones of city's post-industrial economic landscapes are a tremendously difficult challenge that is full of pitfalls. Programmes and projects to that end make great demands on the capacities of involved stakeholders, public as well as private. These demands include advanced, creative and visionary planning skills, endurance, and last but not least strong willingness to co-operate on both a flexible and long-term basis, not seldom across electoral cycles. Notwithstanding the existence of several examples of waterfront redevelopment schemes, there are probably even more examples of failure.

The paper focuses on waterfront redevelopment in the Dutch city of Rotterdam. It starts with a critical assessment of the two decades of redevelopment policies thus far, and observes that the city's waterfront this still lacks momentum, in particular with regard to leisure and entertainment. New projects are scarce and not granted to live long; various premises with a magnificent view on the river that housed entertainment functions are empty already for years. Next, the paper builds on this conclusion by formulating recommendations for planning and policy to both public and private stakeholders with the pur-

pose to strengthen leisure and entertainment functions in the waterfront area. This is done in two stages. The first stage draws a picture of the entire waterfront as an integrated zone of urban regeneration, with explicit attention to its leisure and entertainment content. Within this framework, the second stage consists of concrete proposals for leisure and entertainment developments per se. This second stage will not focus on the entire waterfront area – a rather large and heterogeneous area – but on a selection of three of its sub-areas with considerably different characteristics.

A crucial component of the paper is a SWOT analysis of the current state of redevelopment of the waterfront in Rotterdam. This analysis is based on a study of some general literature, relevant policy documents and a series of interviews with involved stakeholder. Both as a background for understanding the outcome of the SWOT analysis and as a source of inspiration for the policy recommendations with a view to the future, the paper also pays attention to waterfront redevelopment schemes in some other European cities, in particular London and Barcelona, that are in full swing.

Flagship for a Welsh National Identity and for the Regeneration of Cardiff Bay: Too Many Tasks for the Wales Millennium Centre?

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In Europe "culture" has been seen as a response towards wider and globalising trends: "culture" as the added value of European cities and as winning endogenous element for future development in the world-wide competition. In fact, the potential of culture – and in particular of the new location or improvement of cultural infrastructures – within regeneration and development strategies for cities and city regions is a recurrent feature in the recent born and actual debate on the future of European cities.

Within the city, cultural infrastructures are seen as landmark and as symbols for new start in and for specific sites. Towards the "outside world", in turn, they are conceived as flagship projects – announcing bright futures – and as distinctive and characterising features – consolidating actual positions and identities. Therefore their realisation, update and/or renewal are always accompanied by lively debates and great interest by politicians, local society and the public opinion.

But – following recent experiences on the continent – several questions naturally arise. What is the role of local actors in the decision making and realising processes related to major cultural infrastructures? Which actors play the main role? Which is the part played by local public administrations, is it a reactive or a proactive one? Which is the focus of the debate: the location of the infrastructure, their character, their marketing potential? How much space is given to the discussion of physical assets and effects on the form and structure of the city? Do master plans and detailed plans change following the debate and/or which other constitutive elements or steps of planning action are affected? How does the "public" act and how is "public interest" interpreted?

The paper addresses these questions focusing on one recent case study: the process that took to the building of the Wales Millennium Centre in Cardiff Bay. The paper has two main aims. Firstly, it makes a report of the decision making process that took first to the contested competition for an Opera House in Cardiff Bay and then to the realisation of the more popular venue of the Wales Millennium Centre. Primary attention is given to local and national actors directly involved in the process, seen on the background of the devolution process and the building of a national identity for Wales. Secondly, it follows the development of the debate and decisional process by looking at the plans and formal decisions taken for the site in Cardiff Bay, in order to understand the role played by urban planning policy and critically analyse the urban space produced.

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Gendering the Culture of Poverty: The Lives and Careers of Korean Immigrant Women

This research examines women's religion as part of gendered culture of poverty. Based on Oscar Lewis's culture of poverty and Amartya Sen's capability approach, this research tries to uncover the systemic dynamics of women's poverty and the role of religion. The previous studies on women's poverty have focused on single parents or education because, in the income-oriented definition of poverty, women's poverty has been obscured. The studies of culture of poverty also have not found women's poverty separately from family poverty. Sen's capability approach teaches that the question to be asked is not how much resource people are able to command, but what they are actually able to do or to be. Here, women's constrained freedom to choose itself is poverty.

I conduct in-depth interviews with 42 married Korean Christian immigrant women in Los Angeles and argue that women's culture of poverty provides some rewards without which Korean immigrant women could hardly carry on. The married Korean women's subculture and adaptive preferences are formed in three domains: their careers, family matters, and spatial practices. In the career domain, the subjects have developed a subculture that includes working with low aspiration and viewing their work as extra. In the family domain, they have shown fear of the appearance of being tough wives, have remained traditional wives, and have viewed parenthood as an agency of God. In the spatial practice domain, these women's career decisions are frequently based on the convenience of their geography, for the sake of still being able to pick up their children and cook the family's dinner. As a means of coping with such restrained spatial practices, many of these women proudly showed appreciation of their protective husbands. I define the way in which they accommodate their constraints as "culture of poverty based upon the capability approach."

These culture of poverty ingredients are considered to have played a positive role in accommodating the constraints in their life and career decisions, such as traditional gender role division, inequalities in job market and family education, and patriarchal family systems. The culture of poverty helps them adjusting of wants to possibilities in their career preference and attitudes toward participating in the job market. Yet while, in Lewis's studies, the culture of poverty forms flexibility and provides an adaptive function as "exogenous" to their own situation – income poverty –, my research shows that women's culture of poverty and religion as part of it are "endogenous" to their poverty in capability. The gendered culture of poverty ultimately becomes poverty itself in the capability approach.

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The Planning of Military Heritage:
Conservation and the Use and Reuse of Cold War Sites

This paper explores the spatial and planning implications of the demilitarisation of cold war military space. The paper focuses on the use and reuse of cold war sites, and the extent to which their demilitarisation is being linked to planning processes associated with conservation and heritage management. The paper aims to provide (a) a review of literature on planning for demilitarised space; (b) a typology of the relationship between militarisation and place; and (c) an analysis of how the conservation and heritage management of demilitarised space is mediated through the planning system.

The paper is divided into two parts. The first is a review and discussion of the spatial and planning implications of demilitarisation. This section of the paper focuses on the specific locations of cold war conflict across Europe, but in particular explores the problems of planning for new uses of decommissioned military sites that once formed a series of interlinked structures and communications of locally situated (but globally operated) cold war spaces. Following this discussion, the paper moves on to outline the challenges associated with the management of the heritage of these sites and the ways in

which the demilitarised heritage of previously militarised space comes to be produced, remembered and (re)used.

The second part of the paper is devoted to an examination and exploration of the ways in which the militarisation of place is understood as a continuous historical and geographical process. Here, the paper outlines a typology of the relationship between militarisation and place. This typology provides an insight into the ways in which military activity has helped structure both place identity and place use for those people who have lived and worked in or near militarised space. Our empirical material is based on a detailed case study of "demilitarised" cold war spaces in Yorkshire, England. Through an examination of the use and reuse of a range of demilitarised sites (some of which housed nuclear missiles during the cold war) the case study reveals the ways in which military history and geography intersect with the planning and conservation system in the demilitarisation and reuse process. In particular, the case study reveals insights into the ways in which local heritage and heritage management issues are articulated through the planning system and how national heritage management schemes (such as English Heritage's Cold War Monuments Programme) connect/disconnect with local conservation planning approaches and local community action. The case study analysis also presents opportunities for creating a programme of community activity to develop the tourism and educational potential of demilitarised space, bringing together local planners, tourism development officers, local historians and educationalists.

Historical Preservation through a Participatory Process

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STUDY AREA

The study area we have chosen is Hashidate, which is located in Ishikawa Pref. in Japan and known as the hometown for successful marine traders (Kitabmaebune) in Edo and Meiji Periods. The area still contains a number of old buildings built in late Edo and early Meiji Periods. These building are not only reminiscent of the prosperity of the area but also have unique features in their building style with a large wooden structure. The area also have a number of authentic Japanese gardens and beautiful townscape.

PURPOSE OF STUDY

The local government has been trying to designate the area as a National Historical Townscape Preservation District (Dentouteki Kennzoubutugun Hozon Chiku). For the purpose a special evaluation committee has been established to investigate the value of historical heritages, choosing the buildings and gardens to be preserved and deciding on the new building regulations to preserve historical coherence of the area's townscape. Simultaneously, the government has asked the residents to participate in the process to make it more transparent and workable. Since 2001 a series of workshops have been held to involve local residents to visit other historical preservation districts, to investigate building and modification records, and to discuss the desirable form and future image of the area.

EVALUATION OF PARTICIPATORY PROCESS

This paper presents the process to be followed to designate the area as a National Historical Townscape Preservation District and activities necessary to make the designation possible (to be approved by the National Government). Then, we discusses how effective the participation has been and what are the benefits and constraints. In order to evaluate the benefits and constraints of participation we conducted a series of questionnaires to the resident as well as to the facilitators of the workshops in Hashidate and other areas in Ishikawa Pref.

SIMULATION OF BUILDING STANDARDS

We also presents the new building regulations and the community rules that have been established through this process. We conducted a simulation study to produce the 3D

images of the area with the historical building properly restored and maintained and with the new regulations and rules applied to non-historical buildings. We have shown these images to the members of special evaluation committee and the residents to enable them to make their decision with the future images of the area.

CONCLUSION

In conclusion we argue that, though participation in historical preservation is rather new and residents are inexperienced, the benefits are evident as the residents have proved progressively interested in their community and become eager to contribute towards the designation of the area.

Although there still remain some constraints such as limited participation and shortage of funds, our simulation study has removed uncertainty of decision by the committee and residents and give participants more confidents. We are certain that the actual designation, to be scheduled for this spring, will boost the residents in their efforts to make the community more worthy to visit for tourists and liveable for residents in the further.

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Film, Space and Identity: The Use of the City as Cinematic Landscape

The spatial turn in the social sciences has been a growing phenomenon in recent years. Soja, for example, states that the spatial turn in the social sciences has assisted us in understanding "how relations of power and discipline are inscribed into the apparently innocent spatiality of social life, how human geographies become filled with politics and ideology". This understanding has also assisted us in interpreting the concept of space within particular cultures and geographies, and one of the most ideal formats through which this understanding can be developed is cinema. Cinema is the ideal means through which to understand increasing spatialisation organised both culturally and territorially. This entails analysis of how space is treated, interpreted and portrayed in film and how film is treated in space through the shaping of human spaces. The space within which a film is shot, the place and landscape of a narrative setting, and the differing geographies between different sequences within a film are as important as the spatial setting of film production with its unique production, distribution and screening. This paper concentrates on spatialisation within film and how different cultural, political, social and economic contexts and lifestyles are portrayed within film spaces, particularly distinctive urban and regional film spaces. One only has to think of Hollywood and Los Angeles to recognise immediately a relationship between cinema and a particular geography. Other cities have been equally associated with particular film development and spatial representation, either through the work of film directors (Woody Allen and New York, Alfred Hitchcock and London, Paris for Jean-Luc Godard, for example), or else because of the clustering of cinema expertise and the formation of world-renowned film studios. The recent trend towards linking geography, spatialisation and specialisation is part of "uneven development" which emphasises the spatial character of cinema and the distinctive spatial typology of the city. This paper focuses on how globalisation increasingly gnaws away at distinctive places and geographical cultures. Cinema can be a useful medium through which to record and represent these distinctive places and to locate and position narratives within built environments. Although outside shots and the development of film sets enabled a degree of authenticity in the representation of places, it did not mask the fact that these cinematic geographies were completely manufactured. In some cases, this was intentional from the outset, but in other cases, built environments were recreated for film sets but often appeared false in comparison to the real. The use of urban landscapes for the setting of films therefore takes varied forms: first, there are the studio urban landscapes, possibly employing special effects and popular with film noirs, that serve to represent everything that is dark and dangerous about city living; second, there are the location urban landscapes, where places are recognisable either by setting and/or by name. This typology is a little simplistic, however, since

one can additionally think of the use of specific places to falsely represent other geographies, and the use of specific places to represent more anonymous urban industrial or post-industrial landscapes that are symbiotic of wider socio-political issues. The urban landscapes form part of the narrative text to these films since they serve to represent and promote a discourse on particular social conditions of urban existence that appear to be unified.

This (selective) construction of the city in turn leads to discourses concerning the lives and portrayal of personal identities and inter-personal communication between family, friends, work colleagues, and fellow urban habitants, and the social relations between them. The paper constructs typologies of the use of the urban in cinematic backdrops and discusses the (mis)representation of places that, in turn, reshape people's perceptions of the city.

Ambivalences of Creative Class Policies:
Targeting Reflexive Labour in Creative Industries

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The success Richard Florida's recent bestseller "The Rise of the Creative Class" has not only in the academic context is remarkable. Cultivating and attracting creative talent through providing diverse lifestyle amenities seems to be the new categorical imperative for regional planners and policymakers in cities and regions all over the world, of course also underpinned by the author's clever marketing policy. The problem of such high end-oriented policy approaches is not only the increasing inequality it is likely to strengthen, as it is stressed in most critical accounts from urban and regional studies and planning. Also their very functioning appears to be jeopardised by the very fact that Florida's protagonists, given their inherently individualistic and non-conformist nature, can be targeted by a consistent political strategy only to a limited extent, if at all.

The suggested paper intends to challenge the creative class oriented policy approaches by confronting them with a simple argument: that, despite the obvious and increasing importance of creative knowledge based labour for the economic performance of firms and regions, there is no direct way from creativity to successful economic importance. On the contrary, with its increasing importance also the uncertainty about this actual "performance" increases. The paper exemplarily points out three key fields of uncertainties characteristic for the creative class both located in the systemic context of the economy and the life-world context of their biographies and everyday life: the development of a professional identity in fuzzy and hybrid occupational fields, the assessment of qualifications ever more strongly based on personal "soft" qualities, and the balance of work and life both in a practical everyday perspective and from the perspective of a consistent biographical project. These three fields are empirically underpinned through selective findings from in-depth research work on the advertising and new media industry in Hamburg.

Finally it is argued that a local (or regional) economic policy seriously targeting reflexive knowledge-based workforce is not just a matter of attractiveness through diverse lifestyle options and a tolerant atmosphere as it is proposed by Florida but, first of all, has to take into account and to deal with the inherent uncertainties and ambivalences of the creative class as social fundament of the knowledge economy. Only if the institutional environment of the knowledge economy manages to compensate these uncertainties the knowledge and information economy will be able to fully unfold, and the places which successfully deal with them are likely to be the winner regions of the future.

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Cultural Heritage of Historic Railways: Tourism and Regional Development

Railways and trains have played an indispensable role in the growth of human civilizations. They have facilitated the spread of human settlements, lightened our burdens, fostered communication, and sped transportation. In today's world, historic railways and trains still spark our imagination and remind us of our common heritage, for the key role they played in the Industrial Revolution and the development of modern cities.

Groups in different parts of Europe acted to save and preserve the railway environment and to show its impact on our cultural and social history. They seek to recreate the era of unhurried travel and an atmosphere which often mixes the hiss of steam with the noise of clanking piston rods, the smell of burning coal and hot oil and the colours of a more individual age. All this has been achieved by the commitment of individuals prepared to spend time and money restoring railway artefacts and buildings to their former glory. Operating heritage railways requires teamwork, and administration is usually implemented through organisations whose constitutions prohibit the distribution of profit, thus ensuring that any surplus is reinvested in the heritage railway.

The real value of steam railways in cultural terms is that they not only preserve the artefacts and equipment but also the skills of maintaining and operating the trains. By bringing these old machines into operation, we not only show how they worked and what they sounded and looked like, but we also involve a wider audience who are attracted by the colours, sounds, smells and the very vibrancy of an engine in steam.

We have over 175 years of railway history to celebrate. Railways enabled people to travel over land at a speed faster than the horse for the first time. Not only did they enable people who had never travelled before to visit other parts of their country (and others) with relative ease, they also provided a means of delivering goods at speed, highly important if they were perishable. Indeed, the transport of freight was the prime reason for their early development. Their impact on society was enormous, facilitating as they did, the industrialisation of our civilisation, which in turn lowered prices bringing many products within the reach of large parts of the population for the first time.

Histiric, heritage railways provide a welcome boost to tourist facilities, often in areas devoid of the more traditional attractions, as well as a rewarding leisure pursuit for both visitor and volunteer worker. Old skills are maintained and passed onto younger generations. Employment is generated not only indirectly by their activities, but also directly for specialist contractors, and in some cases for a small nucleus of essential staff. In Europe, the number of passengers now travelling over historic railways exceed 20 million each year.

The SteamRail.Net Project (Industrial Heritage of Steam Railways – Co-operation Network), funded in part by the Culture 2000 Programme of the European Union, seeks to preserve, protect, restore and promote six historic railways, as cultural heritage of strong European significance. Heritage railways and railway museums from across the Continent have formed this Co-operation Network, working towards the goal of restoring steam locomotives and other equipment of historic trains and railways, to service or rehabilitating them to the point where they make informative and active museum pieces and cultural assets.

The activities of the SteamRail.Net project include: development of common methodology; conservation, restoration and enhancement of industrial heritage monuments; documentation of restoration process and results; investigation of the historical, technical and socio-economic context; co-production of exhibition materials; production of multi-lingual books, audio-visual and multimedia products; staging of touring exhibitions; and exchange of information and experiences.

The wide array of cultural products decorating, portraying and inspired by heritage railways will be documented, as it has ranged from architecturally significant stations, sculptural ornaments and promotional posters directly relating to a particular railway, to feature films, television series, paintings and even musical compositions invoking the railway as authentic subject. And indeed, it should be shown, this iconic elevation of rail-

ways lies at the root of their successful transition from an original strictly transport-oriented function, ancillary to industrial production, to their present-day vocation as key tourist attractions enabling the sustainable regeneration of regions.

The paper will present the results of the SteamRail.Net project and will demonstrate the contribution that heritage railways can make to sustainable regional development in terms of cultural and sustainable tourism development potential, employment generation, multiplier effect, lessons for other heritage railways, etc.

The paper will provide a good insight into the benefits of railway heritage work and will, perhaps, excite planning researchers and professionals to become more involved in the romance of steam-powered trains.

Entertainment and Culture Based Marketing
of Cities in the Unifiying World; Golden Horn Culture Valley Project, Istanbul

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Since the process of globalization and the unification of Europe, cities are tending to refresh their visions to adapt new trends of urban life with huge urban projects. These projects are mostly large in the area focusing on a target of maximum marketing of the city in the global agenda. Cultural and entertainment based projects comprising various choices for recreation and tourism activities, sport complexes for international competitions, new city halls and trade centers are some examples demonstrating the cities efforts about the circumstance.

Today in the urban space, especially the retreating industrial areas are seem the most appropriate locations for the new urban functions for those which need mass relations with the city center. They also serve new challenges to build a new vision-image to represent the cities in the global environment. Industrial zones are the areas which have been most strongly affected by the process of decentralization after 1960s. And for instance, the existing regions such as old inner cities or ports are chosen to regenerate the cities' for a new vision since 1980s.

However, the affords for the regeneration of such areas usually come as a package of similar or almost identical projects regardless of geographic and cultural contexts of different cities jeopardizing their "urban identity and sense of place". Similar urban projects usually conducted with a piecemeal approach can not go beyond being a partial "make-up" of cities. These kinds of isolated projects from their surroundings constituted "glossy images" in a "sea-or-despair". In fact, these projects should have a holistic outlook to the needs and motives of the inhabitants of the city as a whole and take into account the issues such as sustainability and equity.

Located at the crossroads of global access and serving as a gate to southeast Europe, middle-east and middle Asia, Istanbul is a multidimensional unique water city, where such urban projects have been on the agenda since 1990s. Representing an important resource for the global competition and recognition Istanbul contains numerous fragments as a spectacular testimony about its global initiation, urban identity and excitation or inhibition of its citizens and visitors. Therefore, the main purpose of this paper is to analyze and evaluate the reflections of the Golden Horn Culture Project to the city and to the global point of view of Istanbul. It will critically evaluate these projects along the shores of the Golden Horn in terms of the actors involved and the relation of the projects to each other as well as to the whole project and the city.

Track 10: Spatial Planning in Rural Areas

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List of Abstracts for Track 10

Statement of Track Chairs

The spatial structure is changing all over rural Europe due to migration, rationalisation in agriculture and manufacturing industries and changes in social institutions, as well as changes in politics at the national and European level. Rural Europe is not a uniform structure; the situation and challenges differ between north and south, east and west as well as within nations due to localisation, landscape, climate, etc. In spite of these local, regional and national differences in situation and challenges, there are also a lot of common challenges resulting from megatrends, international policy, EU policy, etc. Spatial planning in rural areas must adapt to the specific situation and challenges in each area and respond by developing adequate visions, strategies and tasks that have the full support of local inhabitants, organisations and authorities as well as other important actors. At the same time, planning and development activities in rural areas must face the international trends and challenges and learn how to cooperate and empower one another in facing these common challenges.

In this track we will discuss the challenges facing spatial planning in rural areas. The track is organised according to the diagram above and will address the following potential themes:

1. What are the situation and challenges in different rural areas? Which challenges are local/regional and which are common to most rural areas in Europe? How are the situation and challenges related to private industries, public activities, the civil society (social, institutional capital), the natural environment, infrastructure and the economy? How do spatial planning and planning systems (not) function in different situations – what challenges do we face as planners?

2. How can rural capacity be strengthened to meet these challenges and develop appropriate responses? Governance, partnerships, confidence and trust building, communicative planning, etc. are some of the new process-related developments in spatial planning and rural development, but we also need to learn more about how substantial means like infrastructure, new products, land use, landscape and environmental preservation, tourism, etc. influence rural changes and the future. In particular, what examples can be presented that combine participation, development and implementation of new substantial strategies – and what can be learned from these?

3. What planning theories, methods, systems, strategies, etc. are most relevant for rural spatial planning in different areas? Rural Europe is highly diverse in terms of culture and traditions as well as in terms of the natural environment, and the diversity between rural and urban areas might well be increasing. Can participative spatial planning methods developed in the Nordic countries easily be "transplanted" to the former eastern bloc countries? Can village lifestyle and zoning planning principles easily be transplanted to sparsely populated areas? Can methods and experience developed in urban areas be relevant for rural areas? How can planning theories and methods be adapted to different situations and challenges and natural as well as cultural differences? What and how can we learn from each other?

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Socio-Economic Changes and the Challenges of Rural Areas

Socio-economic changes have important impacts on rural life and regions. These impacts can be different in terms of environmental characteristics, economic systems and social institutes. Some times, these changes have positive role in rural life, but sometimes these are challenging for rural areas. The consideration of challenges which appears in rural areas as a results of socio-economic changes are the main aims of this paper. The research also study the effective factors and subsequent results of these challenges in the rural areas. This hypothesis has been testes in rural areas of Gilan, a province in the north of Iran. This region has located in the south coastal of Caspian Sea

and has two parts of plain and mountainous areas. The economic base of rural life is agricultural activities. In recent years different agricultural and industrial project has implemented in the area.

The data required for this research were based on field survey and documental studies. The collected data have been analyzed comparatively. The results show in recent decades, the area has experienced some socio-economic changes and developments. The extension and development of agricultural and industrial activities and the population growth of rural & urban settlements with regard to current socio-economic system have made rural areas face with some challenges as fallows:

A) Severe disparities between rural settlements in plain, mountainous and foothill regions from the viewpoints of the degree of facilities. (plain settlements are enjoining facilities but mountainous and foothill rural settlements are not).

B) Increasing fragmentation of agricultural lands due to different factors causes rural population necessarily to look for a second job, apart from their first job, for their livelihood. Because they haven't sufficient earning from agricultural activities.

C) In mountainous and foothills rural settlements, productive activities are not economically profitable and productive units can continues their work only through family labor force.

D) Severe land business by external and urban investment in coastal and mountainous areas. This kind of land business have leaded to so many socio-economic problems, specially in coastal lands.

E) Severe pollution of surface and ground water resources due to industrial, rural and urban sewages and as well as due to agricultural surplus chemical water.

F) Unsuitable and unhealthy landscape due to lack of any order in removing rubbish in rural areas. These kinds of landscape can be observed in the entrance of farms water canals.

Finally, after analyzing these challenges, some solutions are suggested from the viewpoints of planning.

Spatial Development in Norway. Experience from the Regional Development Research Programme 1998 – 2004

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The national Regional Research Programme in the period 1998 – 2004 in Norway was organised according to the model described in the invitation to this track:
Thematic studies:
– Private industries. Framework conditions for industrial development and their consequences for regional development.
– Civil Society. Mobility, communication and provision of services – functional regions.
– Public policy and planning for regional development – consequences, comparison, coordination and the system of planning and administration and regional development.
Area studies: South-Eastern Norway, Interior Eastern Norway, North-Western Norway, Central Norway, Northern Norway. Comprehensive and integrated studies based on the model and with emphasis on spatial capacity building.
Network building – PhD-programme and specific networks for area studies and each of the thematic studies.
Synthesis (2003/4) – publication of 4 books, one for each network.
Regional research in this context was concentrating on rural and peripheral areas, but also the relations between central urban areas and rural areas. In this paper I will describe this program with focus on the 5 area studies, all peripheral and mainly rural areas and results from these. Some of the results that will be elaborated are:
– The spatial polarisation between core and periphery is increasing in Norway. In the post-industrial society most new jobs and enterprises, mostly in services, are created in the biggest regions, while small, peripheral regions are lagging behind.

– Regions defined as spatial integrated job and housing markets have their own specific situation and challenges. The typical finding in all 5 study areas is richness in variation of structure, situation and challenges that need area specified strategies for capacity building and development.

– History and culture is important for understanding spatial capacity for development. The 5 areas have many and different experience both on macro and micro level and have developed different strategies for adaptation and change. Big difference in capacity for development is one consequence.

– Institutions and norms, civility and equality are important for spatial capacity.

– Concentration of industries, clusters, industrial culture, and collective values related to entrepreneurship, spatial ownership and production is important regarding capacity for development. Regions can be divided as:

• Region divergent – industries have low connection and tires to the region – low regional capacity for development

• Region convergent – industries have high connection and tires to the region – usually high capacity for development

– Low local dependency in many regions. The Norwegian welfare system transference of income is more important for regional economy than regional production.

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Territorial Cohesion and Spatial Planning

This paper wants to explore some issues related to the concept of Territorial Cohesion. The first part explores the understanding of TC or the fundamental conceptual difference between social & economic cohesion and TC.

The second part tries to identify the implications of these concepts in the planning practice with regard to the different scales.

The last part highlights the difficulties related to the implementation of TC on the regional and local level considering as example a small Alpine region.

A first main difference is that social & economic cohesion deals with mainly non-physical, virtual but somehow renewable resources such as wellbeing, solidarity, economic flows, information exchange, education levels, while TC has to do with more tangible and physical resources such as the territory, including all natural resources, the built up environment, the supply and transport networks.

Since social & economic cohesion aims at reducing inequalities between Members States, between regions but also between individuals, the concern is that the concept of "cohesion" as such might be largely misunderstood in the sense of a striving towards a sort of counterbalance of regional/local differences. Key concepts like: complementarity, diversification, specialisation, etc. should be widely used when speaking about TC in the sense that regions should exploit their endogenous resources and not aim at reaching a common degree of (spatial) development.

TC includes both economic and social features translating them into spatial terms.

Spatial planning plays thus an important task in transforming spatial characteristics as opportunities for development, in identifying and enhancing local and regional differences.

TC has two dimensions: the cohesion of a distinctive territory to the surrounding regions and to the whole so as the internal cohesiveness within the same territory. This implies that TC should aim at a balanced consideration of the whole European territory but also focus on the variety of local dimensions.

Territorial cohesion implies actions on different scales.

Some European sector policies have significant territorial impacts, which should be addressed in a targeted way to ensure the objectives of TC.

The trans/national dimension reveals a great added value for effective TC policies. The trans/national approach is necessary for unlocking regional potentials by securing syner-

gies and strategic alliances within regions and across borders, by achieving closer co-operation in sectors as transport, tourism, energy, innovation; by overcoming cultural barriers and legal hindrances in the field of spatial planning.

Regional development policies are also called to play a mayor role for securing territorial cohesiveness since the regional level enables comparisons between cities and regions within their networks and the preparation of strategic spatial development visions.

The local scale is the one in which the biggest effort for securing TC is needed because it is the one in which most plans and actions are implemented. Policies and actions on the local scale result in more territorial cohesion while striving for spatial quality and for better accessibility, facilitating inter-municipal cooperation and providing greater coherence between the planning tools and the goals of TC.

Spatial planning, while implementing the goals of TC, must be very sensitive in activating potentials so as in preserving unique characteristics. TC policies should enhance valuable differences of spatial qualities and not seek to reach a standard level of territorial development.

The region considered as example is South Tyrol, an Alpine province showing at the same time several strengths and weaknesses; it is a region of contrasts because:
– it is centrally located, but it is a remote region difficult to reach due to the barriers created by the Alps;
– it has high development patterns but also a highly sensitive environment where natural features play a fundamental role in making the region attractive;
– it has one of the highest GDP per capita in Europe but is also has a very traditional rural society where medieval regulations governing farms are still in force;
– it shows extremely low unemployment rates but it also applies strong barriers to immigration;
– it has a statue guaranteeing regional autonomy whereas this is sometimes interpreted as being from the central government and from the EU fostering lack of confrontation.

During the last years the tourist sector has increasingly developed. All municipalities have been strongly competing with the result of destroying intact natural areas, causing congestion, losing cultural heritage and traditions. The attractiveness of the region has been reduced while the capacity of building new opportunities upon endogenous resources has not increased.

The importance of applying TC policies at regional and local scales should result in enhancing the valuable differences in spatial qualities that identify the specific role of a territory, creating positive synergies and complementarity.

This can be done by embedding TC policies within strategic spatial development visions at the local and regional level, by building commitment of the stakeholders, and by enlarging the knowledge of existing spatial planning researches and analyses.

Pitfalls in Institutional Transplantation: Lessons from Central Europe

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The enlargement of the European Union has triggered the exchange of spatial planning practices between East and West. Especially on the level of policy instruments – the intervention side of the planning spectrum – Western European experts on spatial planning have been actively exporting their knowledge to the new and candidate Member States. This exchange seems logical in the light of the many similarities between the new and the old Member States, like their common history, resembling land tenure concepts, spatial characteristics and challenges, and of course the EU context in which governance is embedded, however, there are several pitfalls that may cause the exchange of planning experience to lead to disappointing or even negative results.

Three pitfalls are discussed in this paper and illustrated with examples from Central European rural development. The first pitfall is the lack of sufficiently clear terminology that frustrates successful export of knowledge. When terms are ill-defined, people may

use the same word for very different concepts and consequently, co-operation between countries that may look successful at first may in a later stage be blocked by a serious gap between the perceptions of those involved. Labels for spatial planning instruments are particularly treacherous as instruments may apply different (sets of) intervention principles across countries.

The second pitfall is the pre-occupation with solutions instead of problem analysis. In successful export of planning knowledge, the basic question should be one of a strategic nature, namely what is the exact nature of the problem (is it a problem at all?) and what way of intervening may positively change the situation. Instead, export of knowledge tends to focus on the implementation of a preconceived solution, with the preconception based on an insufficient understanding of the essence of the spatial problem. The solution may address a non-existing problem or a mere symptom of underlying basis problems.

The third pitfall is the underestimation of the range of context-dependent factors that affect the effectiveness of planning instruments. The paper proposes a way of getting proper insight in an instrument's context-dependency by (1) breaking an instrument down into components, (2) investigate the international variation in options for each component, and (3) finding an explanation for the application of those varying options. The explanation is the link between the context and a suitable component, and provides an exportable key to operational design of instruments.

The paper illustrates these pitfalls by refering to the export of instruments for rural development during the 1990s. The Central European rural crisis created a pressing need for instant solutions – both from the viewpoint of the candidate countries as from the EU-perspective where the budget for the Common Agricultural Policy was feared to become significantly overcharged in the enlarged Union. The urge for quick solutions caused the process of institutional transplantation to tumble into the before mentioned pitfalls.

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Amenities and Regional Development: What are the Links?

Despite increasing interest for rural landscapes, information technology advances, and transportation improvements, rural areas continue to lag behind urban ones with respect to many socioeconomic indicators, including income and poverty. Not all rural areas are declining, however. Indeed, those rural areas that experience significant growth are either located close to metropolitan areas and thus benefit from economic spillovers, or offer outstanding amenities that attract population and firms.

Amenities are defined as location-specific features that enhance the attractiveness of a given location. Whereas the empirical connection between amenities and regional economic growth has been established, there is still a need to clarify what amenities are and how their presence may lead to increased regional economic development.

The methodology follows a two-step approach. First, a review of the literature focuses on theory and concepts associated with the amenity-development relationship. Second, the discussion moves on to an analysis framework regarding the nature of amenities and their link with regional development.

Questions revolve around several issues. First, the issue of supply: which amenities? Are they natural or man-made (e.g., recreation facilities)? Second, demand factors include preferences, technology, and income. Third, the means of the impact(s), such as in-migration, business location, or tourism. And fourth, how the effects are measured, since they are multidimensional in nature. Other issues that are less often addressed include the question of jointness of the production process, and that of institutional arrangements.

In particular, the concept of a joint production process offers the perspective of combining extractive and amenity uses of the resource base. This approach ties into the con-

cept of multifunctionality advanced by the European Union to, among other reasons, justify ongoing support of agricultural production. Indeed, farming has experienced continuously decreasing production prices, which has helped the rural economy shift away from extractive industries to manufacturing and services. There is increasing recognition, however, that environmental services provided by farmers (e.g., hedge maintenance) can create positive externalities, enhance the land resource base and attract either new or temporary (i.e., tourists) residents.

On the other hand, farmers and food processors may team up to get nationwide recognition for specific products by touting the unique combination of localization and know-how. Following a set of rules, stakeholders can obtain official signs of quality (e.g., protected appellation of origin), and then command higher prices for their product. Thus, institutional arrangements between partnering stakeholders may add value to local products, which may then be considered amenities, and act as means for enhanced regional development.

Thus, the approach of the paper is to build on existing theories and concepts of amenities and attempt to formalize their diversity as well as the means by which amenities may impact regional economic development. The concept of amenity is broad, and its implications have not yet been fully explored.

Large-Scale Reconstruction of Rural Areas

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Europe's rural areas are changing rapidly. In the Netherlands, where the competition for space is fierce, attempts are being made to manage such change. This paper discusses how the Dutch authorities deal with this issue through comprehensive policy, focusing on a current priority: to restructure rural areas where intensive livestock farming is concentrated. The aim of this policy is to reinforce the multifunctional character of the countryside and reduce veterinary risks. It does so by creating a new development perspective for intensive livestock farming while making room for the optimal development of other functions, like nature preserves and recreation areas.

The point of departure is a "governance" perspective, which implies considering the specific administrative arrangements that meet the criteria for such an approach. Governance is applied as a new strategy to link public and private parties in the control of development and to engage public and private actors in making and implementing policy. We argue that although this strategy has great potential, its implementation may be problematic, which accounts for its limited success in the countryside.

A special-purpose law was passed to restructure intensive livestock farming: the Restructuring Act. It was intended to address the problems of agriculture, nature, forests, the landscape, recreation, water, the environment, and infrastructure as an interlinked complex. The ultimate aim was to achieve a new balance among the different functions of the countryside, which – besides offering a sustainable perspective for agriculture – should also lead to an improvement in the quality of nature, the landscape, and the environment. Furthermore, it was supposed to reduce the veterinary risks caused by the high density of livestock. To achieve these goals, the law provided a set of measures, including the following:

– Allocation of pig-free zones of at least 1,000 meters wide to diminish veterinary vulnerability of the farms.

– Relocation of some farms to areas less sensitive to acidification.

– Intervention in water management and restoration of water courses to counteract desiccation.

– Construction of new nature areas and expansion of existing ones.

To achieve the goals, provinces have prepared reconstruction plans. These plans contain a spatial delineation of four types of areas:

– First, extensification areas have to be designated where the expansion, relocation, and new establishment of intensive livestock farming will be prohibited.
– Secondly, the plan must designate agricultural development areas where expansion, relocation, and establishment of intensive livestock farming will be permitted.
– Thirdly, a transitional category is recognized, called intertwined areas, where the various functions must be integrated. Intensive livestock farms would be allowed to relocate or expand there as long as they would not diminish the spatial quality of the area's functions.
– Finally, the plan must designate pig-free zones. These are areas without any pig farms; implementation of the plan would result in the removal of all such farms.

The budget requested for realization of these plans is 7 billion euro for the 2004-2016 period, to be invested mainly in nature, water management and agriculture. Investments in agriculture are directed to scaling-up through transfer of over 400 intensive livestock farms and the establishment of specified areas for agricultural development. Outside incidental advantages at local level, farm transfer will not benefit the quality of nature and the environment. Reduction of veterinary risks, one of the main reasons for the reconstruction, has been given little attention in the plans. Curative measures will be less necessary after the policy of non-vaccination has been abandoned, but preventive measures will still be needed. Measures anticipated for quantitative water management will contribute substantially to existing goals. Implementation of the plans will also contribute to the realization of new nature areas in the National Ecological Network. The reconstruction plans will not achieve a decrease in nutrient streams, and therefore not respond to the challenge of meeting environmental policy goals; the generic manure policy is expected to bring this about. However, as it is uncertain if the revised manure policy will succeed in realizing its goals, this is considered a risky projection. If nutrient streams remain, technology still to be proven will be needed to meet policy goals here. Although the governance strategy proves to fall short of the envisioned results, it holds some lessons for the coordination of changes in rural areas. This paper will conclude with a list of conditions that must be met if governance is to succeed.

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Small Places, Large Issues: The Phenomenon of Unrecognized Villages in the Arab Areas in Israel

Indigenous Arab ethnic minority groups have witnessed some progress in some aspects of urban life since the establishment of the state of Israel in 1948. Nevertheless, this large segment of population that constitutes about 19% of the total population in Israel proper is ranked in the lowest rung of the socio-economic ladder, and suffers from pervasive institutional discriminative policies and unfair distribution of the national resources. Furthermore, Arab population in Israel is experiencing the highest population growth rate among all ethnic groups in the state. By 2020 its population is expected to be around 23% of the total population. Due to these factors and policies, the Arab community in Israel is facing many challenges. One of those challenges is the limited success in residential development. The phenomenon of unrecognized (illegal) Arab villages that are not included in any Israeli national strategic plan is a reflection of unfair, poor and inappropriate urban planning system imposed by Israeli governments on Arab areas in Israel.

The phenomenon of unrecognized villages in the Arab areas are linked to the state's national geo-political and ideological policies within which land and demographic changes are the major criteria for decision makers. As of 2004, there are approximately 100,000 (about 9% of the total Arab population) Arab inhabitants live in more than 100 unrecognized villages. The Israeli government has tended to solve the problem of the unrecognized villages and illegal housing sector through the policy of housing demolition and destruction, transfer, prevention of spatial expansion, prevention from the provision

of basic services and public amenities as well as limitations on land development and land management, despite the fact the most of these areas existed before the establishment of the state.

Therefore, the main argument of this study is that the present Israeli planning system has failed to provide a decent house that includes all basic services and provides certainty and sustainability. Thus, the main objective of this paper is twofold. First, it provides an insight into the Israeli residential system and the problems associated with the failure of the decision makers to provide housing for every citizen on equal basis regardless of ethnic and racial belonging. Second, it examines the phenomenon of unrecognized and illegal residential areas and the factors that brought it about, and presents relevant recommendations and guidelines for policy makers to improve the residential environment in these areas with the principle of sustainability. Factors such as concentration policy, ethnic spatial development, settlements expansion, Jewish settlements, land expropriation, informal and illegal housing sector will be assessed and evaluated. In order to provide a comprehensive picture about these concepts the author will use both empirical and documentary data in the process of data collection, analysis and evaluation. In the scope of empirical data, qualitative in-depth open-ended interviews were used with both residents in the unrecognized villages as well as with key figures from the Arab community. With regard to documentary data, the author obtained relevant data from various sources such as official reports and documents from various governmental and quasi-governmental agencies and ministries, building and planning commissions and non-governmental organizations that deal with Israeli Arab affairs such as the Arab Center for Alternative Planning. Moreover, these methods were supplemented by physical and social observations as well as visual methods, as they include photographing and sketching. Both descriptive and content analyses were used to interpret data.

The results indicated that households of illegal houses in unrecognized Arab villages in Israel know that they intentionally violate building laws via building houses in their agricultural lands without permit; nonetheless, they were forced (by their social, territorial and economic circumstances) to violate such laws because this community lacks an appropriate framework to resolve their urgent and basic needs – i.e. shelter. Moreover, it was found that residents of these villages attempted to provide basic needs such as running water and electricity by their own efforts has lead the government to react strictly against them via imposing fines, trails, imprisonment and demolition orders. These counter reactions aim at putting the residents of these villages under pressures to leave and evacuate their houses for the establishment of new Jewish settlements. Thus, It is believed that in order to reduce and alleviate the extent of the problem of unrecognized and illegal Arab villages and houses, a clear and positive institutional framework that is built on securing approved developmental/master or land use plans, granting building permits, and distributing the national resources on fair and just principles is required if to lessen the suffering and distress of a large number of Arab families in Israel.

Low-density Housing and Demographic Trends.
Would Simplifying Land Use Planning Help Sustain Rural Communities?

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There is wide cross-party consensus on the desirability of maintaining Norway's present settlement patterns in all parts of the country. This objective has a strong bearing on the Norwegian farming community, both as the custodians of a business and as owners and custodians of immense swathes of land. The facilities and land management aspect of agricultural policy is becoming increasingly important. The basic idea is that rural communities could offer attractive housing with rural benefits like plenty of space between properties, fresh air, green surroundings and peace and quite outside planned residential developments.

The commitment to low-density housing as an agricultural product seems in many respects to promote precisely the opposite of the normal approach to land use among national and local planning authorities, who have urged instead high-density developments in urban and rural areas. Planning authorities, moreover, have always been keen to see land development proceed according to a plan, rather than governed by a piece-meal approach. One argument for not simplifying land planning practices is that other political objectives and other management or oversight systems actually presuppose a highly involved planning permission process. Indeed, that was why land planning was delegated to local authorities in the 1960s. As a rule, when the natural and cultural environment is harmed by planning measures, it is generally an unintended bi-product of success in other social priority areas. Much planning work is put into assessing the likely impact of planning permission. This touches on the classic theoretical debate about incremental or staged planning as opposed to synoptic or longer-term planning, a debate that has raged since the 1960s. A compromise approach is "mixed scanning", whereby certain long-term commitments constrain the design of the smaller steps of incremental planning. In our project, this means we will need to study other trend effects, including redistribution of green land, i.e. arable land, particularly sensitive natural sites and areas used for outdoor recreation, for development.

The present study asks whether Norway's land planning services and land use policy frustrate low-density housing developments in rural communities. Would low-density housing in rural communities encourage former residents to move back and new people to move in? Would it slow down or stop out-migration? Our hypotheses will be tested in a study where we compare municipalities with low-density pilot schemes and municipalities with no low-density housing. In addition to this empirical investigation, we will run a comparative study on attitudes and practices related to low-density housing in Norway, Sweden and Denmark.

Low-density housing is frequently seen as something of a "planning problem", likely to create controversy among landowners, local authorities and other authorities. Agricultural and land use policy objectives are becoming increasingly inconsistent, something that has prompted widespread criticism and disaffection with the local land planning services in municipalities with space to spare and minimal developmental pressures. Calls are mounting for a more flexible, simplified approach to land planning and management. Rural communities feel that a planning system tailored mainly for urban requirements stunts rural population growth. We compare in our study how local authorities deal with low-density housing. We also want to study whether low-density housing sustains a healthy housing market, and the type of rural housing people prefer.

Our study of spatial population distribution effects / demographic trends is grounded in cohort and life-course theory. A study of migration patterns and spatial distribution in comparable municipalities from childhood to mid-thirties' adulthood should be sensitive to the main features and relationships. We are particularly interested in exploring the means by which differences between planning practices affect housing patterns and population growth. The municipalities in question here have lots of acreage, not much building activity, and be within commuting distance of towns or smaller urban centres.

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Planning on the Edge: England's Rural Urban Fringe and the Spatial Planning Agenda

This paper is concerned largely with the rural-urban fringe in England and with the way in which the British planning system is currently being re-orientated to deal with a broader range of concerns, many of which were once considered to be extraneous to planning's remit. The recent departure from a predominantly "land-use" to a "spatial" planning model, presents policy makers and planners with new opportunities and new challenges. In this paper, we examine the challenge for the new planning system at the edge of built up areas; what is often referred to in England as the rural-urban fringe.

However, despite this substantive focus on the English situation, countries across Europe are facing similar challenges at the edges of towns and cities, especially where industrial decline has left a legacy of decay or where planning processes push "unwanted" urban uses into the buffer between town and country. Indeed, English conceptions of the fringe can be paralleled with notions of zwishenstadt (cities between), sprawl, or ideas of Citta Diffusa (Diffuse Cities), each of which has its place in the nomenclature of European planning. Different ideas of what constitutes fringe and how fringe areas might be delimited for planning purposes are discussed in the next section. But the paper is primarily concerned with the emergence of a spatial planning agenda, and the subsequent opportunities arising to promote a more positive brand of planning and management at the fringe. Planning at the edge of towns and cities has, in the past, largely been concerned with containment (Hall et al, 1973) and with the planned separation of rural and urban land uses and activities. However, there has been some inevitable blurring of these uses, to create a unique landscape – an interface between town and country – that has been assigned various labels. This landscape has been created more by fortune than design: less favoured urban uses – sewage works, mental institutions, asylum centres, breakers' yards etc. – have been pushed away from residential areas. Rural uses – mainly farming and forestry – have become mingled with this particular assemblage of urban activities to create a hybrid landscape. Planning, however, has been a relatively inert force at the edge: seeking to contain (through Green Belt) but not seeking to improve or to manage. In England, the Countryside Agency has expressed a concern for this apparent inertia, arguing that planning could do much more to manage the fringe, creating new social, economic and environmental opportunities. In this paper, we draw on research undertaken for the agency, and argue that spatial planning – able to integrate land uses, different activities and interests – may create such opportunities. We highlight what planning might seek to achieve at the edge, and how any vision for the urban fringe might be driven forward.

The body of discussion is divided into three sections: the nature of the rural-urban fringe; past planning at the edge; and future planning.

Disorder. Multiethnic Integration and Forms of Urban Planning the Landscapes of Urban Sprawl: A Case of Southern Italy

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The urban sprawl denies the traditional idea of urbanity and makes territorial processes less clear, influencing in a problematic way the evolution of the social integration and the definition of a community identity. It is stronger and stronger the idea that contemporary towns are changing their structures so that multicultural syncretism becomes a powerful factor of production of new social and cultural forms (Tosi). The consequences on the physical morphology and on the "urban facts" (Rossi) are the creation of anonymous and less "complex" places that make possible the coexistence without integration; "territoires sans lieux" as Pierre Bourdieu would say (Bourdieu).

The lack and the weakness of the housing policies are more widespread than emergency logics and often force the immigrants to move far from city centres – towards the industrial and handicraft lands of "città diffusa" (Indovina) – where the lowest land-values facilitate an easier access to decent accommodation (Bobbio, Gastaldi).

The urban planning would has to leave "functionalist" approaches and the determinist practices and would has to reconstruct the urban problem and broach the theme of "planning low density" as one of the most complex and unexplored themes.

The South of Italy is a territory of experimentation (Bianchetti), a "laboratory" where it is possible to check the new planning instruments that succeed in interpreting correctly the phenomenon of immigration in the landscapes of urban sprawl and its spatial effects (Lanzani). The paper represents a critical contribution to understand these changes.

Like in the "porcupine metaphor" of Schopenauer, used by Bernardo Secchi in order to describe territory morphologies, the social forms of a "progressive adaptation" often – and more often in the South of Italy – emerge. These forms enable informal mechanisms to work as regulation systems and to control social conflict and at the same time to assure what Carlo Donolo defined "social reproduction". Beyond a certain level, this disorder becomes rule, common sense and a possible and rational condition. The same disorder and the lack of immigrant integration are interdependent phenomena, so that immigrants are branded with extended crime, land decay, and others "sub product" in the collective imagination.

In this scenario, urban planning has to gather the sense of changes while occurring, that becomes support of policy makers looking for solutions which overcome the emergency and don't merely use banal handbook solutions.

The correlation to the outlined theoretical background will be verified through a case study in South of Italy (the Litorale Domitio, in the metropolitan area of Naples). The analysis of some complex instruments of planning, which already exist for this area, will concur to propose guidelines in terms of strategies for a new "project of planning" in a way of looking at territorial governance.

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Integrating Conservation and Rural Planning Objectives in a Growth Setting: An Example from the Toronto Region

Toronto is among the fastest growing urban regions in North America. Efforts to preserve rural landscapes and remnant natural habitat have had variable success. In the 1990s significant conflict emerged in the Toronto region over proposals to build large housing developments on the Oak Ridges Moraine – a 160 km stretch of environmentally sensitive land along Toronto's northern edge. The resulting conflict subjected Ontario's planning system and institutions to previously unseen levels of scrutiny and consideration. It also highlighted problems with Ontario's growth management approach, the lack of protection for rural environmentally sensitive landscapes, and the need for an integrated approach to regional rural land use planning. The Moraine controversy also focused on the issue of urban sprawl. As a result of this period of planning conflict, Ontario's provincial government created the Oak Ridges Moraine Conservation Plan. The Conservation Plan is an Act of Ontario's Legislature which gives the Plan the force of law.

The Conservation Plan represents dramatic changes in the Ontario's approach to conservation planning, growth management and to the overall planning system. The

Conservation Plan represents an effort to use ecological principles to define land use and guide development decisions. It also represents a strong and potentially unique approach to spatial planning in areas where rural and urban uses collide. Using ecological principles has required a substantial technical exercise to develop clear guidelines and information for planners and developers. In other locales this need has been a limiting factor in the implementation of ecosystem-based planning and sustainability objectives.

This paper examines the development and implementation of the Conservation Plan as an example of environmental and conservation planning policy in a complex rural/urban setting. Data from interviews with policy actors, planning agency documents and geospatial sources are used to construct an analysis and discussion of the Plan and its implementation. From a policy research perspective, the evolution and implementation of the Plan requires analysis and monitoring to better understand how such an approach can best be implemented and ultimately perform as its designers intend. The Conservation Plan marks a change in policy in Ontario, and the implementation process highlights challenges in putting conservation plans into practice.

The implementation stage of the Oak Rides Moraine Conservation Plan may prove to be among the most important phases in its development, and overcoming issues such as interpretation, boundary definition, and consistency in application may ultimately determine the Plan's efficacy.

This paper is part of a larger study. Early results, pertaining to housing and planning conflict, were presented at the 2003 Joint AESOP/ACSP Congress in Leuven.

Facing Suburbanization in the Surroundings of Bratislava Especially on the Borders of Austria and the Slovak Republic

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This article is based on the results of the research projekt KOBRA (city-hinterland cooperation Bratislava) which started in 2003 and is still going on now. The aim of this project is to estimate the interaction potentials and trends between Bratislava and the Austrian communities (Bad Deutsch Altenburg, Berg, Deutsch Jahrndorf, Eckartsau, Edelstal, Engelhartstetten, Hainburg, Hundsheim, Kittsee, Lassee, Marchegg, Pama, Prellenkirchen, Wolfsthal) and the drafting of programmatic approaches for a regional development concept for this agglomeration area.

Historical review:

If you talk about suburb development on the borders of Austria and the Slovak Republic it is absolutely necessary to keep the history of this area in mind. The "new" border, which was drawn according to the "Peace Treaty from St. Germain" after the First World War divided this region between Austria and the Slovak Republic. Especially after the Second World War the building of the "Iron Curtain" separated – from a historical point of view – former structural strong related regions. During the time of the Cold War nearly no interaction took place between Austria and the Slovak Republic. It was the death end of the "West", or if you see it from the other point of view, of the "East". With the fall of the "Iron Curtain" in the year 1989 slowly, very slowly new developments took place in the region. Since 1995 Austria and since 2004 the Slovak Republik belong to the European Union. Today these two countries are only divided by the "Schengen-border", but also this border will disappear in the near future.

Interaction potentials, trends and programmatic approaches for a regional development concept:

The Austrian communities in the surroundings of Bratislava will embrace the character of suburbs from Bratislava in the near future. The fact is, that these communities need to be prepared as good as possible for this situation to avoid the main problems of suburbanisation, such as:

– Urban sprawl and uncontrolled land use

– Losing of function – redesigning of the rural area
– Identification problems
– Loss of landscape an their recognisability

The "view" of the Austrian communities in the surroundings of Bratislava is still orientated to Vienna. The enlargement of the European Union with the big chances for these communities is at the moment not deeply rooted in the mind of the local and regional politicians. The communities have to turn themselves round and have to direct their "view" to Bratislava. Then they will realise the changes (but also risks) of this new situation. It must be the aim of the Austrian communities to see this transformation process as a chance, because it enables new development perspectives. The communities need to focus their future developments on following main principles:

– Cultural and ecological qualities have to be put in the front
– Identities have to be developed
– Saving land for the future
– Planning of economical activieties according to the new situation
– Sustainable and integrated traffic solutions have to be found
– Demand for building land has to be recalculated
– The view of a place has to be protected
– Cooperation platforms have to be developed

At the very latest with the join of the Slovak Republic to the "Schengen-treaty" this process has to be finished, because then the border is completely abolished and we are confronted with a really opened situation.

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Gender Issues in Regional Development

Gender Mainstreaming is the current international approach to advancing gender equality and equity in society. It is a concrete strategy, aimed at achieving equal opportunities. This implies that the differing circumstances and needs of women and men in all activities and measures undertaken are taken into account as well as incorporating a gender perspective into all policies, plans, programmes and projects. In 1999 the European Union declared with the treaty of Amsterdam gender mainstreaming as a main goal of their politics. As a fact of that this goal was also implemented in the structural funds for regional development. Beside that most national governments in Europe developed on the federal as well as on the regional level top-down strategies to implement gender mainstreaming into politics and administration. These attempts started in Austria in the mid 90ies. Still especially in the rural areas the situation has not really chanced (e.g. only 3% of the majors in Lower Austria are women, source ÖSTAT 2003). At present gender mainstreaming in Austria is rather anchorless on the regional level and not implemented neither in regional politics nor in the decision making.

An example to integrate the Gender Mainstreaming strategy into regional development is the Project "GEKO" in the EUREGIO Weinviertel-South Moravia-West Slovakia (in the border triangle between Austria, Czech Republic and Slovakia). This EUREGIO has been working for five years rather successfully in cross border cooperation with well developed structures and contacts. So the primary aims of the project to implement gender mainstreaming in the EUREGIO Weinviertel-South Moravia-West Slovakia are:

– To teach the regional stakeholders and population as well as politicians about gender mainstreaming and it's goals
– To develop a "gender sensible" organisation structure for the EUREGIO Weinviertel-South Moravia-West Slovakia
– To evolve a strategy for future development of the EUREGIO taking into account the cross section of gender mainstreaming
– To develop Key-Projects as examples for gender mainstreaming in practice

Referring to the goal to implement the gender mainstreaming strategie into cross-border

cooperation the project team focused on the INTERREG-IIIa program. In order to achieve this goal a following strategy is developed with the administration of lower Austria to strengthen the gender equalitiy in the next cross-border funding programs (most of the cross border projects are cofinanced by the INTERREG-IIIa program):
– Lobbying on the federal, regional and local level
– Assistant measures in future programs and project proposals
– Qualification and knowledge

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Polarisation Tendencies in the Urban-Rural Fabric – Planning Challenges on the Toad towards a More Balanced Spatial and Economic Development

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From the late 1980's to the present day the overall spatial planning aims of the different Danish governments and the Spatial Planning Department have been bi-focal in their scope and magnitude.

On the one hand, and as a response to the ever increasing demands of the international economic and cultural competition between the cities and regions of a more integrated and globalized world, spatial planning policies and infrastructure investments, have been changed, adapted and redirected in an attempt to support and boost the competitiveness of key urban nodes and regions in the country. At the same time, and during the same span of years, spatial planning visions have been adopted and promoted that call for a more balanced if not equal development throughout the country. Where the latter spatial policies calling for a more balanced economic and spatial development throughout the regions and localities in the country have received widespread media and political attention, little or no attention has been focused towards the implications of channelling massive infrastructure investments into core regions and urban nodes at the expense of more backward or more peripheral regions and urban centres.

Recent research seems to indicate that the last 25 years have brought about an increased polarisation in the spatial and economic development of the country. A polarisation, which seems to be characterised by a strong and persistent growth of both population and employment in and around the main urban centres of Denmark while more peripheral or rural regions without major settlement nodes are experiencing a slow but steady decline in both population numbers and employment opportunities – thus presenting new and imposing challenges to spatial planning in its endeavour to ensure the aforementioned more balanced spatial and economic development.

This paper attempts to trace the tendencies of the last 25 years towards an increased polarisation in the spatial regional fabric of Denmark on the basis of various data sources. The aim is to give a detailed picture of status quo and especially inequalities in the pace and direction of change. Attention is given to the location and development in population, migration patterns, workplaces, commuting – and service-sector employment as an indicator of change in access to services. The analysis will mostly draw on GIS-based mapping to represent change and status-quo. Spatial statistics, like kernel densities will be employed to arrive at a representation of the different indicators for polarisation tendencies within Denmark. The geographical units on which the "root data" is measured will vary among the various data-types. For population data and data on

workplaces the 100x100 meter Danish data grid cells will be used, for service sector employment data grid cell clusters will be used, whereas the commute and migration data will be based on parishes and municipalities respectively.

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Regional Initiatives in Order to Establish
Own Identities and Qualities; the Case of Northern Holland

Unless the predictions on the consequences of the unification of Europe, such as a uniform and monotone culture and physical landscapes, are a sense of place, identity and community becoming more and more important. Planners are therefore concentrating on the existing qualities of a locality. Regions are becoming an important level with respect to the local qualities and identities. A lot of attention has been drawn to the highly urbanized regions, connected in international networks; the so called landscapes of power. But it are the more rural areas that can play an important role as well in this search for identity and quality. These regions have there own qualities, especially for housing as an integral stimulator of regional developments, that up till now have not gained the credit they deserve and need a different way of planning.

The Northern part of Holland is that kind of a region. It is becoming a popular place to live, because of its economy based on space and calmness. Especially the natural landscapes are a reason for new residents to move to or visit the region. In Europe there are a lot of regions in the same situation; they are not interesting because of there business perspective, but because of the lack of that, for example the French Provence or the Italian Chianti. These new regions, interesting because of there natural qualities and possible life comfort, can learn a lot from each other. This paper is therefore going to focus on the Dutch initiative to come to a region based on the qualities of the physical landscape to stimulate a comfortable living environment.

To do so, these regions are going to need a new own planning framework. They will have to look for region specific spatial principles to preserve and explore there own qualities and identities in order to make a comfortable living environment that does not affect the natural landscape. This paper is going to address this regional search for new spatial planning principles for the case of Northern Holland. The region will be described in its qualities and identities and its residents will be asked for there perceptions, wishes and visions. This will result in planning principles for the future of the region and how to give shape to the physical environment, for example houses with roofs of grass to conceal in natural landscapes of high quality or a skyscraper in the middle of a wide natural landscape of lower quality to enjoy the panoramic view and to contrast into the environment. It is important to take into consideration all combinations of urban and natural landscapes.

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Integrated Environmental Planning in
European Coastal Regions

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In a metropolitan (urban-rural) landscape, the complexity and dynamics of societal developments no longer allow the classical role of the government and its policy instruments to be effective. The supply of blue-green quality (open space, scenery, nature, water) around residential areas, determining sustainable urban living conditions, is jeopardized by the current problems in landscape planning practice. Spatial planning needs to critically analyze the driving forces in the metropolitan landscape and why classical spatial planning is not effective anymore, in order to define new adequate ways of coordinating spatial developments. Issues that are particularly important for this analysis are the ineffective separation of rural and urban planning and of the public and private domain. The necessity, synergy and continuity with regard to the integration of these domains deserve to be submitted to thorough theoretical and practical analysis.

A major research challenge is to incorporate ecological, environmental and natural values in spatial planning to fight environmental deterioration resulting from urban sprawl and related rapid developments. Once the process starts, it is rather likely that sprawl of new developments and urbanization will continue until all available space is occupied due to advantages offered by proximity and built infrastructure. These objectives are so important in European coastal regions, where land-use pressures reach highest rates (especially at the Mediterranean coast). An European project has been started to study and to contribute to a solution for land use conflicting dilemmas at the urban-rural transition zones (metropolitan landscape), in order to assure transfer of knowledge from both practice and science to converge into a coherent body of knowledge.

In a nutshell the proposed research field has to explore the relations between land development i.e. building and land-use intensification with their effects on the sensitive coastal landscapes and on the other hand to explore mechanisms of incorporating natural, cultural and environmental quality values in the planning process. In addition to the locally-specific landscape transformation problems, nature- and human driven hazards, which may affect coastal systems and inner land stability of various regions in quite similar vain, will be addressed too. In this way the proposed research will pursue integrated approach to address all the above-mentioned issues.

To assure thorough understanding of the presented issues merging the fields of landscape ecology, human geography, spatial planning and spatial development and their subtle match for developing a coherent coastal-landscape approach, partnership between six qualified departments, located at the Northwest, South and East of Europe have been established and further international networking will be pursued. This partnership is arranged so as to allow for comprehensive and comparative regional studies to disclose patterns of dynamics of landscape mosaics in space and time, enforced by different planning cultures, with special focus on the patches of nature and build environment and their qualities. The research programme will be developed through accentuating on the following themes:

1. Landscape-ecological studies – development of an integrated GIS-based project to facilitate studying the spatio-temporal dimensions of landscape's natural and cultural values in rapidly changing Mediterranean coastal areas under great urbanization pressures. For this purpose ecological, environmental and spatial parameters for landscape's natural and cultural heritage values definition, change detection and mapping through remotely sensed data, GIS simulation and prediction will be elaborated. This is necessary for improving integrated planning for heritage conservation, applied for the case of the growing metropolitan regions close to the coast.

2. Spatial development studies – comparing different development stages in the researched regions to support and guide (other) regions for a more sustainable development or counteract on existing developments. Through comparing the present landscape resulting from spatial planning and spatial development in specific cultural, economical and physical conditions it is expected to disclose a geographical pattern of the spatial

development stages and their effects on nature in the different European regions.

3. Time-space analysis of land-use systems and environmental processes: for this purpose the dynamics of the studied landscape mosaics will be examined in time-space perspective as the different land-use complexes need varying time and space scales to evolve and understanding these dynamics is essential for pursuing more sustainable use of the physical environment. In similar vein will be analysed time-space characteristics of the nature- and human-driven hazards i.e. climate change, sea-level rise, coastal erosion, landscape/environment transformations which destroy special habitats.

4. Scenario approach for planning studies – scenario development, -analysis and -visualisation for the separate regions will be applied for studying spatial planning and spatial development patterns. For this purpose natural and cultural settings of the studied regions will be coupled with stakeholders' objectives and institutional facilities.

5. Elaborating an IEP approach for metropolitan landscapes in coastal regions: development of GIS based Spatial Decision Support System (SDSS); construction of ideal type of integrated environmental planning system.

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**Spatial Planning and
Britain's General Aviation Industry**

Britain's general aviation (GA) industry – civil aviation which excludes that categorised as "commercial air traffic" or CAT – operates in a difficult environment. 10,000 aircraft, including helicopters, business jets and light aircraft operate from the network of 1,000 formal GA flying sites (small airfields and aerodromes) and are subject to local planning control and to the vagaries of decision making under the existing land-use planning model. This model is predominantly concerned with the control of land and has been described as a "contingent response" to development pressure (Albrecht, 2004) rather than a force enabling the strategic development of local, regional and national assets. In this paper we suggest that the country's GA industry is a national asset and one which has been unduly squeezed by a planning system unable to think strategically or see beyond local boundaries. We begin the paper by suggesting that land-use planning has perpetuated four key problems in relation to GA, that ultimately impact the socio-economic performance of small aerodromes: firstly it has failed to address the cross-boundary strategic concerns of the industry (because of the weakness of recent regional planning and the lack of any national spatial strategy); secondly, planners have lacked the skill or vision to plan for GA or see in its wider context (dealings with the industry are confined to single airfields, and might be described as myopic); thirdly, there is little consultation on GA despite this being a field crowded with special interest groups; and finally, land-use planning has often viewed airfields as simply easy targets for development rather than assets to be promoted or protected. The essential problem has been the narrow field of vision of land-use planning: narrow in terms of local focus; in terms of participation, and in terms of land-use management. However, a departure from this focus to a more strategic and spatial model suggests that the remit of planning will broaden, that greater emphasis will be placed on strategic concerns, on engaging with interest groups and on integrating social-spatial and economic priorities. Spatial planning may provide a more positive framework for promoting Britain's GA industry. The paper looks at two key questions: firstly, what potential benefits for GA might emerge from spatial planning (judged against the four current problems) and secondly, what real benefits might we expect once the rhetoric of spatial planning is whittled down to reveal what will in fact be delivered on the ground.

**Periurban Agriculture – Rural Planning
Affairs at the Urban Fringe**

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In Germany ideas about protection of the environment and open space are conflicting with new cooperative planning approaches. The last one means more participation for citizens and stakeholders. The quality and acceptance of planning decisions can be increased. At the same time there is still a high consumption of open space. From environmental and landscape planners point of view this requires to more precaution and can only be negotiated marginally. The Netherlands as a land with a well-developed consensual style of policy-making, where planners play an important role arouse curiosity. When scrutinizing the Dutch tradition of "overleg" and new informal arrangements surprising findings can be made. Despite a well-developed consensus- and negotiation-centred handling in carrying out spatial planning ideas and great successes there is considerable opposition against large-scales projects with potential harmful effects on the environment. Citizens demand also more participation from the negotiating partners with a traditionelly strong corporate character. The Dutch policy opens – besides new intervention possibilities of the government – it decision making processes and introduces new management approaches (e.g. diagonal coordination). How significant is now the protection of open space and are new cooperative procedures in reality in both states?
Two case studies examine the local decision making processes of large-scale urban extension projects, which are situated at the focal point of planning conflicts between open space at the suburbs and new urban development. In Enschede-Eschmarke (The Netherlands) and Münster-Gievenbeck (Germany) were studied the planning processes over a period of 8 years. When, how, why and by whom are issues of open space introduced and to what extend do new informal arrangements play a role. To understand the planning process the model of the decision-centred view of planning (Faludi) is suitable. Also a second Dutch approach, the dualistic approach of planning and intervention (technocratic versus soziocratic, van der Valk) was chosen as a theoretical framework for the particular elements and mechanism of negotiation in the decision making process. Network analysis is the approach to reconstruct the complex decision making processes. The results show that on the German side a negotiating process within the administration prevails. The concerns of open space were supported early and extensively through the responsible departments of the local authority ("strong environmental administration"). New cooperative arrangements are restricted to the cooperation of administration and business (developer) within project and infrastructure plan under the federal building code. The Dutch local administration used to work together with a project team organization where important parts of the planning process are delegated to private consultants. The realization of the new suburban residential areas was carried out in cooperation with private developers as well. The activities for the protection and shaping of the open space are just partly determined by the administration. They were developed and negotiated in a new created circle where different actors of administration, consultants, citizens and civic action groups take part ("creative cooperation").
Both planning processes correspond in a lot of aspects, in developing their urban extensions with a high level of open space qualities. At the same time the planning processes show considerable differences in organization and the set of instruments. Both result in new experience over decision making processes inside the local authorithies in (northwest) European municipalities which are necessary to be discussed: e.g. similar high regard for existing elements of the landscape, but not for all functions of open space (e.g. local climate); different ways of communicating inside the administration and – in the end – comparable outcomes in the protection of open space despite the different models of realization ("strong environmental administration" versus "creative cooperation")? The implications will be addressed in the oral presentation.
This paper is about planning related to agriculture in the intermediate zone between rural and urban areas. In regional sciences it is common to perceive those areas in relational terms, like periurban, suburban or rurban. In German we often use

"Zwischenstadt" or "Zwischenland" meaning a rural status between urban agglomerations. These relational terms obstruct our view for the specific spatial development in rurban areas caused by external agglomeration impacts as well as by ongoing social and spatial urbanisation processes in the villages themselves. Rurban open spaces, of which agriculture is the largest part, do not considerably differ to those in rural areas. Periurban agriculture is still more than a rural reminder in rurban zones.

The main focus of this article is placed on agriculture in Austria´s Capital Vienna, in the urban fringe of Vienna as well as the rural areas in the East and Southeast of the city in the Province of Lower Austria. A sideways glance is cast on the urban fringe of the alpine City of Innsbruck in the Province of Tyrol, namely on the region "Westliches Mittelgebirge". In the Vienna region a survey was conducted among farmers concerning their assessment of working conditions. A visitor survey was conducted in an agricultural area that is strongly used for recreational purposes. Spatially relevant legislative and other documents were analysed and assessed in relation to their effects on agriculture and on the preservation of open space. A further source was data on the spatial development and the agricultural structure in the test area. The region "Westliches Mittelgebirge" was examined in the course of a study on strengths and weaknesses of rural areas in Austria. In this region the main sources of information were interviews with local decision makers as well as data on the spatial development and the agricultural structure.

In periurban areas agriculture is exposed to specific challenges. Just like rural agriculture periurban agriculture as well is undergoing structural changes that are significant for agriculture in service based societies. What makes the difference to agriculture in rural areas is high land use pressure caused by periurban land demands for housing, commercial development, recreation and large-scaled leisure projects. Additionally the farmer´s position is different in terms of appreciation, cultural influence and political representation. The main issues farmers complain about are that farmed land is dissected by traffic infrastructure, that nearby industry, trade or traffic induces adverse effects, that the recreational use of farmed land leads to disturbances and that the motives for land use decisions by the authorities are not sufficiently transparent to them.

Public planning authorities also face a challenging situation in rurban areas. The multiple de-mands on the (mostly farmed) land need to be coordinated, i.e. uses that require open space, such as recreational uses, as well as uses that are connected to construction activities. The main challenge of spatial planning in rurban areas however is to preserve open space.

Public authorities and farmers hold different views on the issue of protecting open space. Public authorities and planners agree that farmed land should fulfil more than the production function, including social, ecological and design functions. They often claim to preserve land for agricultural purposes when in fact the real motive is preserving open space that will fulfil multiple functions. Farmers basically want to stay farmers. They view their fields as their property that can be used for production of food and other natural resources as well as for gaining real estate profits. They state that their land should not be disposed of by a third party.

Instruments to preserve farmed open space applied in spatial planning so far often do not show the results expected. High quality arable land and valuable open space is developed, agriculture is not able to meet expectations of public authorities concerning environmentally friendly farming and the provision of recreational functions. A common reaction of planning authorities on the failure of implementation is to elaborate new plans. Experiences of the conducted research show that too much and detailed planning shows adverse results. Spatial planning can define the framework in the sense of preserving essential open space based upon a minimum consensus between planners and farmers. Complementory an increase in value and appreciation of periurban agriculture by diversification of production is required. This can be achieved by bottom-up approaches, approved and implemented in rural development processes.

Emerging Lessons from the SAPARD Programme and its
Link to the Sustainable Spatial Rural Development in the Czech Republic

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The main goal of this proposal is to analyze the main experience and impacts of the pre-accession programme SAPARD (Special Accession Programme for Agriculture and Rural development) in rural development areas, and its link to the current situation of the EU structural funds implementation in the Czech Republic. In its framework the implementation led to support from the EAGGF (European Agricultural Guidance and Guarantee Fund). Czech agriculture, spatial planning and sustainable development of rural areas play the key role in strategy of regional policy because the measures of EU programmes are applied throughout the Czech Republic. This broad geographical coverage is necessary by the fact that all regions of the Czech Republic with their different levels of development require a systematic application of rural development and spatial policy and interrelated structural policy. Moreover, all regions of the Czech Republic (except for the capital city of Prague) are classified as Objective 1 regions.

There were realized nearly 3000 projects financed by SAPARD programme in the Czech Republic. The analysis is focused mainly on the assessment of the Programme´s goals, objectives and activities in the light of realised projects. It is desirable to make some judgements about the regional distribution of projects and reason for that. The analysis contains expected results and impacts of the SAPARD realization in the Czech Republic in context of other support interventions in rural development and agricultural sector.

The II. priority of the SAPARD plan in the Czech republic was specialized on the sustainable development of rural areas with some other specific measures (e.g. Renovation and development of villages and rural infrastructure, Development and diversification of economic activities, providing for multiple activities and alternative income, Agricultural production methods designed to protect the environment and maintain the countryside).

There are a number of specific cases and success stories with the connection on the spatial planning in rural areas, e.g. experience with the establishing of new microregions in the context of EU structural policy.

The paper discusses the influence of financial flows from SAPARD programme in relation to the clearly defined EU Structural policy and its compatibility and influence on the Czech situation which differs from usual structures in the EU member states because of different history in the last century. There are also several questions related to the link of the SAPARD programme to the "Operational Programme Rural development and Multifunctional Agriculture" and "Horizontal Rural Development Plan of the Czech Republic 2004-2006".

Result of this research is divided into several activities and the main outcome will be a study about the experience with the SAPARD programme and its link to the current spatial sustainable rural development in the Czech Republic.

Models and Methods for Rural
Land Use Planning and their Applicability in Galicia (Spain)

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In this paper, land use planning techniques and methodologies with different objectives, applications, and land uses have been identified. The existing literature in this field is dispersed throughout different subjects such as planning, GIS, decision-making, or computer systems. The compilation and analysis of different models have allowed us to draw a series of conclusions for the future development of a strategic rural land use plan in Galicia (Spain).

Two phases have been considered for defining a land use planning model: suitability land evaluation, and land use allocation, from which the optimum allocation of uses to land units is decided according to the results of the previous phase.

Since 1950, land evaluation has evolved from methods focused on the edaphic compo-

nent towards more quantified assessments, with the increasing use of nonsoil factors. In 1976 FAO published "A Framework for Land Evaluation" which allowed standardization of methodology and terminology. Some authors (Burrough et al., 1992; Hall et al., 1992) propose a fuzzy logic method for continuous land suitability classification in FAO framework. Other techniques employed for this purpose are crop simulation models, expert systems (Yialouris et al., 1997), and artificial neuronal networks (Wang, 1994). These methods were evaluated and compared on the base of four characteristics, which will determine whether they are applicable to a particular planning situation: i) purpose and land uses considered, ii) information required, iii) procedure, iv) results.

The techniques most commonly applied to spatial land use allocation correspond to multi-criteria evaluation methods, linear programming or spatial simulation models, frequently integrated into GIS. Voogd (1983) presented the application of several multi-criteria evaluation techniques to land planning, where the number of spatial units evaluated was limited. The integration of multi-criteria methods and GIS allows to overcome this limitation and provides a tool with great potential for obtaining land suitability maps or selecting sites for a particular activity and generating multiple land use scenarios by hierarchical optimization (Campbell et al., 1992), ideal point analysis (Pereira & Duckstein, 1993; Barredo, 1996; Vatalis & Manoliadis, 2002), MOLA (Eastman et al., 1995) or analytic hierarchy process (Weerakon, 2002). Aerts et al. (2003) and Diamond & Wright (1989) describe integer linear programming models for optimal spatial land use allocation. The most recent technique for land use allocation are the spatial simulation models, based on genetic algorithms (Matthews et al., 1999), cellular automata (Engelen et al., 1999), or simulated annealing (Aerts & Heuvelink, 2002). The most significant characteristics of the land use allocation methods were summarized in five points: i) aim and results, ii) information required, iii) integration with GIS, iv) flexibility and performance, v) group decision making.

The analysis of the methods have allowed us to draw several conclusions for the implementation of a rural land use plan in Galicia: i) land evaluation method must consider all the land uses present in the rural environment, this excludes the "capability systems", ii) land evaluation system should comprise not only the analysis of physical suitability but also the socioeconomic viability and the environmental impact and provide continuous land suitability maps, that are necessary for the subsequent land use allocation, iii) the multi-criteria evaluation integrated in GIS has been successfully applied in many situations for optimal land use allocation, the application of integer linear programming models is less common and computing time demanding, iv) the flexibility of spatial simulation models and expert systems allows them to be applied to diverse conditions and problems, but complex development is demanded for them to be adapted to a specific region, i.e. Galicia.

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Shrinking Cities and Growing Regions – Emerging Trends of New Rural-Urban

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Relationships in the UK and Germany The main aim of this paper is to discuss and compare new emerging economic relationships between growing rural and shrinking urban areas in England and Germany. Furthermore the paper intends to bring together the contemporary rural development and policy discussion and the current "shrinking cities" debate that evolved in recent years.

The paper is based on evidence from two examples: the Ruhrgebiet in North Rhine-Westphalia and the Manchester-Liverpool conurbation in the North-West of England. The cores of both regions faced de-industrialisation and depopulation on a large scale in recent decades. While these processes started much earlier in the Liverpool-Manchester conurbation, prognoses for the Ruhr indicate that large scale population shrinking processes in some of the regions districts are still to come. At the same time some parts of the rural hinterland of both regions show significant population growth, often referred to as counter-urbanisation. On the economic side the importance of agriculture as a main economic base for these rural areas is diminishing. The economic structure is nowadays quite similar comparing these rural areas and the urban cores. Furthermore new types of businesses have started to grow in rural locations, not just in traditional small scale manufacturing but also increasingly in service sector industries. The paper will discuss in how far this "new rural economy" does still depend on the shrinking cores of the conurbation and what this means for rural-urban relationships.

The planning systems in Germany and Britain differ quite significantly. A formalised system of spatial planning on a regional level has been in place in Germany for several decades while this level of spatial planning for the region as part of the devolution agenda is quite new in the UK. On the other hand local authorities in Germany have a far reaching right of autonomy, also regarding planning and development policy, while the British planning system was until recently quite centralised and is more restrictive regarding development in rural areas. So beyond describing the changes of rural-urban relationships in the two regions the paper will also discuss how planning policies in urban and rural districts but also on the regional level deal with these emerging processes of shrinking, growing and changing rural-urban relationships.

Discussing these processes and the related policy responses might also be interesting for many regions in Central and Eastern Europe, as similar developments might be expected in the future there as well.

The paper is partly based on work about rural-urban relationships in the North-West of England financed by the North-West Development Agency. Furthermore the author is participating in the project "shrinking cities" (organized by archplus and the Bauhaus Dessau Foundation) and has previous experiences from the project "Ruhr 2030 – Region of Cities", part of the City 2030 project.

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Realising the Potential of the Urban Fringe: The Role and Scope of Area Action Plans

The old style land use focused development plans are being replaced by a portfolio of documents, The Local Development Framework, within which Local Area Action Plans can be developed to deal with particular parts or areas of a local authority. At the same time the British countryside is facing unprecedented change as a range of policy, institutional and structural reforms will inevitably impact on the character and form of rural England. Government is attempting to simplify the range of grant regimes that are available and is hoping to separate out more clearly policy development from policy delivery. With a strong emphasis on place and the distinct character of place this is likely to lead to the need for projects and programmes to be placed within a strategic framework. At the same time the Countryside Agency has, through a number of policy statements, been highlighting the importance and potential of a dynamic, but often forgotten part of the countryside, which can be found immediately surrounding our towns and cities. In this paper we explore the opportunities that these Area Action Plans could provide for a coordinated, integrative framework for managing change in the countryside around metropolitan St Helens in North West England. St Helens has been chosen as one of three Countryside Agency pilot projects designed to identify the opportunities and indeed limitations of developing such plans as part of the evolution of the English planning system. The paper starts by reviewing some of the problems associated with managing change in the urban fringe and describes the ten potential functions of the countryside in and around towns. The importance and potential of these functions will inevitably vary from place to place. Whilst there have been many examples of good partnership working and the development of projects within the urban fringe, too often these are piecemeal ad hoc and opportunistic in nature. In this paper it is argued that the recent reforms to the planning system offer the potential for a more integrated approach. Using St Helens as a case study, The paper then describes the experience of moving towards a Area Action Plan, exploring both the opportunities and pitfalls of delivering such a vision in the light of such fundamental change in the planning system of the UK. The paper concludes by suggesting the these new planning instruments offer real potential for better co-ordination, but that given the priorities for action and the pressures on the local planning authorities, it is likely that we will see an evolutionary approach towards more integrated countryside management.

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**Special Spatial Needs? The role of the
Dwelling Unit in Development Planning for Bedouin Women**

A significant representation of development in our rapidly urbanizing world is the change of the built environment which manifests itself in the transformation of the "primitive" dwelling unit into a "decent" house with modern amenities, placed in an "urban" locality. Development planning however, frequently fail to address the multifaceted complexity of traditional and cultural traits of distinct societies, resulting many times in social break-

down and in conflicts between the group and the source of the external intervention – governments and NGOs. This paper looks at the Bedouin community of the Negev region of Israel, a traditional society within a modern nation-state. The Bedouins, originally pastoral nomads, are subjected to a rapid urbanization process that is the result of two parallel processes: government intervention policies on one hand, and a natural-spontaneous change in the built environment on the other hand. Currently there are seven government-planned settlements ranging in population from 2500-3000 in the smaller towns, to 35,000 in the largest. The remaining half of the Bedouin population, approximately 74,000, live in spontaneous – natural localities comprised mainly of impermanent structures such as shacks and tents and have been refusing to move into the planned towns. These localities, lack basic infrastructure, access roads, and services and subject to house demolition. The Bedouins term these localities "The Unrecognized Villages". Despite the neglect and substandard living conditions, they are steadfastly clinging to these villages and the lifestyle they represent that is similar to their traditional self sustained one. The traditional livelihood of the Bedouins, similar to other traditional groups, was centered in and around the dwelling unit. The Bedouin's dwelling unit – the tent – was not a permanent structure. However, it was the primary "building block" of the man-made environment when settling in the landscape, and it was a permanent space with permanent features. Once the tent was set up according to certain order and established as nodal entity, the spaces around it began to evolve: the "home boundaries" – private space surrounding each tent, the sub- tribal space of the camp, and the dira – the tribal space. While possessing spatial qualities, the dira was not tied to a permanent territory, but rather to the control of natural resources (water, grazing etc.). The spatial relationship therefore may be viewed as developing from the nodal point of the tent towards the region. In other words, the traditional nomad environment was one that developed from the inside out.

In the modern urban design of the government localities, the spatial qualities were fundamentally different and the spatial order in which the Bedouins needed to cooperate was opposite to their natural way of life. The planned towns followed a modern urban design in which a general plan was later developed to detailed designs. The dwelling units had to be "plugged in" to a pre-specified master plan. Bedouins that in the past had the capacity to translate their needs into a "built form" that organically reflected their culture, climate, and the available materials, had difficulties in finding appropriate solutions in the modern urban settings. The dwelling unit also lost its place as the social and economic center for sustainable livelihood. All the above resulted in frustration, dissatisfaction, and inability to be economically independent.

The neglect to consider the special spatial needs of the primary dwelling unit as part of development planning have primarily affected Bedouin women. The traditional Bedouin dwelling unit has been women's domain and women's fortress. Women's traditional roles and activities have been centered around their home including the making of the tent and its construction – a source of power. With the transformation to the modern environment, Bedouin women lost their "hold" on the dwelling unit and at the same time they became more confined to it. The responsibility for building the home has gradually transferred to the men and changed the control women had over the design of their traditional spaces and spheres. At the same time women are still obliged to obey the traditional norms as their work became peripheral and reduced to household duties.

While looking into the importance of the dwelling unit as part of development planning for the Bedouins, the paper emphasizes women needs, views, and experiences. Since women have been the traditional "home designers" and "home builders" as well as the main users of the home space, their views and experiences provide a significant component in the evaluation of the dwelling unit in the process of its transformation from a rural-traditional environment to a modern-urbanized one. Recognizing women's special needs in the complexity of the transition will promote alternative planning solutions that while looking into advancing the Bedouins towards modernity will also take into consideration traditional values towards a more sustainable and just development.

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Integrated Regional Development in the Rio Loco Valley/Peru

This case study deals with a "forgotten" region in the Cordillera Negra in Northern Peru. Since nearly ten years an integrated regional development project supports the self determined development in this area.

The region does not offer enough votes to arouse the interest of regional or national governments. Furthermore it is not supported by larger international development cooperation like e.g. for ongoing EU programs it is located on the wrong altitude.

The Moro region is dominated by agriculture, the secondary and tertiary sector are poorly developed. In the mid 90ies the people in the Rio Loco High Valley had no access to transportation infrastructure and accordingly no access to education, medical services, information, markets, etc.. Conventional agriculture, however, cannot provide livelihoods and sufficient food for the inhabitants of the region. A further problem poses the lack of, or even the total absence of jobs outside the agricultural sector of Moro and the surrounding valleys. Consequently, especially the young, leave for bigger centres along the coastline. There they find themselves more often in a slum than in a better life.

The objective of the project is the opening up and developing the region. The local youth should be encouraged to believe in this region rather than leaving them to themselves. Applying an integrated approach the local potentials at various social and economic levels should be mobilised. First and foremost local residents are to be encouraged and supported to enhance their performance and self-help potentials. The permanent inclusion of the population concerned during the development of project components and their integration into the implementation steps should strengthen identification and ensure sustainability.

In the first phase the project aims at improving and establishing basic infrastructures. The construction of a basic gravel road is given priority to provide a somewhat just and fairly equal development scheme for the valleys around Moro and to prevent problems, tensions and increasing depopulation in areas that are not easily accessible. The road construction project is embedded into an integrated project approach, including multiple measures like school projects or the establishment of locally relevant media are implemented to provide a fortification of the potentials of the region.

The second phase is targeted on strengthening and extending the secondary and tertiary sector and promote quality improvement and marketing in the primary sector. Through the provision of supplementary and alternative income resources outside the agricultural sector of Moro and the surrounding valleys, young people can be offered viable perspectives to prevent migration from the region.

After about eight years of project implementation the topics enhanced to specific capacity building for the Moro region. The ongoing third project phase aims at the support and the further development of a local competence section as advisory service for projects and initiatives of every description. Thereby the expected future development of the region which will be affected by a series of external influences and interests should be met by self determined development.

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Heterogeneity in Rural Greece: Hybridity

The point to discuss in this presentation it is not just the obvious statement that architectural heritage (in all closely related aspects) constitutes a dominant element in restructuring rural space, but that the local identity emerging from the various historical pathways of each region, constitutes today the fundamental perspective for local development. In this sense, the promotion of local identity is related to the "third wave" of development, the "informational", raising the questions about preservation, reconstruction or manufacture of architectural heritage and many other notions "in-between" like hybridity and authenticity.

I will revisit the theories and concepts about hybridity, identity and consumption of built space as local potentiality and traditional representation which seems to guide the flows of space on the post-global era.

The architectural heritage concept includes the individual monuments, settlements and regions that were constructed in the past, in historical periods with a particular beginning, duration and end, and they should be conserved by virtue of a particular legislative framework implemented in Europe since 1985.

Within the frame of conservation, preservation and restoration is also included the question of the new functions in structures of architectural heritage under conservation as well as their potentiality in order to become self-supporting and financially viable.

Some architectural representations of the past such as neoclassicism with a particular beginning, duration and end constitute architectural heritage and are consequently governed by the legislation of architectural heritage conservation.

Nonetheless, modern representations, (re)constructions and neo-traditional projections as well as the typologies of those engineers who put them into practice just for consumption, do not constitute architectural heritage. Such structures, which have only a specific beginning, but the duration and end, can not be embraced in the definition of architectural heritage. In the etymological sense of architectural heritage, however, the representations and (re)constructions are an architectural product that will be transferred to the coming generations and their duration and end are to determine whether they will be parts of the history of humanity that would be protected or anathematized.

The theme will display the present situation of diverse Greek rural settlements originated in different periods of the contemporary history (End of 19th century, Between 1920-1940 and After 1950), trying to point originality and authenticity in some cases in contrast with hybridity and heritage development in some others.

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A Future for the Rural-Urban Fringe: A New Basis for Developing the Countryside around Towns?

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As pressure for new development around towns and cities in Western Europe builds up, do we need a new basis for protecting and (sustainably) developing the surrounding, non built-up areas? Traditional countryside protection measures have relied on "containment" of urban pressures through development exclusion zones – green belts etc. – but this approach is challenged as the functions of the countryside around towns change, become more urban-like and lose their traditional function as "market gardens".

Changing EU funding mechanisms challenge rural function assumptions from another direction – that of the economy. As the CAP changes from agricultural support subsidies to rural area development and biodiversity promotion, those areas around towns and cities are especially challenged because they are often both agriculturally marginal and in demand from the development market.

There are also suggestions of a "post-modern countryside" where traditional cultural attachments of town dwellers to the countryside, previously expressed through collective state protectionism, are being replaced by the more individualist and instrumental

expectations of a new breed of consumers. This new breed has less interest in protection designations than in access to satisfying rural sensations. Average urban fringe countryside has few attractions for these consumers, who have a wide menu of choices for recreational consumption, and this attitude may be beginning to affect politics. In the English context there has been a shift away from automatic protectionist sentiments amongst politicians to a more pragmatic view of urban growth accommodation. This approach is especially evident in recent English policy documents such as the "Sustainable Communities Plan" and the "Northern Way Growth Strategy".

These documents represent the nearest thing England has to a national spatial strategy, and they make critical contributions to the current discourse about the spatial distribution of development, especially housing development. The two documents represent two important strands in thinking about the future trajectory of the north of England. The Sustainable Communities plan has two main elements: an arguments about where best to locate substantial new housing developments in the high demand areas of south and eastern England, and a discussion of how best to respond to declining towns and cities in the north, where there is population decline and housing "market failure" in some towns and cities. The Northern Way idea is essentially a political response the real and growing economic gap between north and south. In its latest manifestation, the Northern Way identifies the best prospect for a successful north to lie in its city regions, reflecting a long-held view by the Treasury and DTI that northern cities, although "underperforming" had the most potential to reverse decline.

The city-focused thrust of current policy raises two questions for urban fringe areas: what to do around the fringe as city growth generates demands on peripheral land, and what about the "sustainability" of open land within and between the city regions? As city growth rhetoric intensifies, how can "open space under urban pressure", with its problematic but evolving economic functions "make its case" to be retained? As the protectionist reflex weakens in line with growing demand for city growth, can the urban fringe be represented as a valuable resource worth keeping at the expense of some urban discomfort, such as higher development densities?

Using examples of emerging policies from NW Europe, the paper explores how notions about developing a "culture economy" based on cultural heritage and its marketing to adjacent city regions may be used as a component of integrated urban-rural development.

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Cultural Heritage, Agriculture and Planning in the Metropolitan Landscape

Cultural heritage is a field of growing concern for spatial planning and landscape management by European, national, regional and local tiers of government. This paper focuses on strengths and weaknesses, opportunities and threads of actual practices in heritage management in the context of spatial planning and landscape management in the Netherlands. The Ministry for Agriculture Nature and Food Safety plays a pivotal role. Agriculture's role as an upholder of cultural planning is emphasized in recent policy documents of the Dutch national government. These documents are inspired by European documents such as the Malta Convention, the European Landscape Convention en the European Spatial Development Perspective. In the Netherlands heritage management is a recognized thought not unequivocally supported field of interest for spatial planning and landscape management. A shift from a predominantly preservation oriented perspective to a developmental perspective seems to open up new horizons for cultural heritage management. Public support for conservation and the use of cultural heritage in the landscape and the built environment is growing. Heritage is becoming part of sustainability strategies initiated by the Ministry of Agriculture and the Ministry of Housing, Spatial Planning and Environment. Nevertheless many question marks remain as to the viability of the heritage theme in the domain of area specific regional planning process-

es. This opens up questions about actors, instruments and strategies. European funds may help to persuade Dutch provinces and municipalities to implement recent national policy guidelines. So far planning scholars have only made moderate contributions to the public debate in the Netherlands. One reason seems to be the negligence of international comparative studies taking a spatial planning perspective. For the sake of consolidating temporal success heritage minded planners are encouraged to learn lessons from the nature conservation lobby. This may well entail the elaboration of new spatial concepts such as "metropolitan landscape" and new organisational arrangements such as a merger between urban and rural planning.

Questions to be addressed in this paper:

What is the actual and could be the future role of the European Landscape Convention and the Malta Treaty in spatial planning in the Netherlands?

What is and could be the role of cultural heritage management in the planning of Dutch metropolitan landscapes?

What is and could be the contribution of the European Union to the preservation and development of cultural values in the agricultural landscape?

What is the role of agriculture seen as a potential upholder of cultural heritage?

Which are the main driving forces and dominant actors in the Dutch agricultural landscape?

Which government policies, strategies and instruments are most relevant in the preservation and development of cultural values in the agricultural landscape?

What are the most relevant questions with respect to a contemporary research agenda for the domain of cultural heritage management and spatial planning?

"Shrink to Fit"? Concepts and Strategies for Peripheral Areas in Rural Regions of North-Eastern Germany

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Problems and challenges:

Many peripheral regions in Europe are currently facing huge problems concerning economic, social and environmental development. In peripheral parts of north-eastern Germany for example persistent "old" deficits like brain drain, economic unattractiveness and difficult accessibility correlate with new problems of migration, high rates of unemployment, loss of civic engagement and a problematic natural environmental situation. The enlargement of EU seems to aggravate existing problems. In Western and Eastern Germany alike, the improvement of living standards and the achievement of balanced conditions for living have been major targets of spatial policy for decades. From German reunification onwards the planning concept of "balanced functional areas" (ausgeglichene Funktionsräume) has been applied to realize these targets. Especially in the State of Brandenburg, this concept has been combined with the model of decentralized concentration to achieve spatial sustainable development. In contrast to political targets of "balanced development" and cohesion, fragmentation and decline is becoming more and more reality. The concepts described above are not appropriate to induce solving current problems. Framework conditions like decrease of public funding accelerate the necessity of alternative solutions. Missing spill-overs from Berlin metropolis aggravate the economic and social situation especially in north-eastern Germany.

Rethinking concepts and strategies for future management:

What are future perspectives, adequate (European) visions and realistic concepts to foster changes towards sustainable development in such regions? Within a working group for the German Academy for Spatial Research and Planning a study about future trends and governance options for rural areas of north-eastern Germany has been elaborated. The main results can be summarized as follows.

Facing the described problems, new concepts and strategies for peripheral regions are to be discussed. This includes a new debate about visions of spatial development: What

are acceptable differences between central urban and peripheral rural regions, and what is the meaning of equity in living standards? What defines sustainable development in this context? One important result seems to be to allow subregional differences in living standards as well as to accept spatial inequalities.

Instruments of regional development have to be readjusted, too. Based on experiences in regional governance, regional planning in peripheral regions of Germany should be reduced to slim strategic framework, combined with bottom-up regional management activities and the support of local regional policy engagement. The strategy of perspective incrementalism might be a helpful model for governance. For public service supply the rearrangement of technological, social and knowledge infrastructure will be an important factor. Deinvestment of public infrastructure has to be combined with new organizational structures for fragmented demand structures.

The transferability of the results to regions with similar problems (e.g. in Poland, Hungary, Romania) has to be proofed.

Track 11: Participation and New Governance

Track Chairs:

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List of Abstracts for Track 11

Statement of Track Chairs

After many years of debate about both participation and governance we could try to focus our track upon
– emerging interpretations and experiences in participation and governance
– linkages between participation and governance
– how participation and governance are seen in central and eastern European countries that have a history of very centralized and planned political systems.
The situation of fragmentation that characterises cities and regions at any level – spatial, administrative, political, economic, social – has brought about an evolution of government action toward more decentralized and complex systems.
We know that governance can be interpreted in two ways: as the simple withdrawal of government from complex social processes in favour of essentially delegated and basically private sector action, or in terms of the opportunities offered by the new situation for a profound change in the nature of government action. The latter necessarily also involves a withdrawal from direct intervention in many spheres, but at the same time seeks, in the changed context, to lead public, private and third sector actions through new means.
This interpretation of governance requires new forms of planning that in turn are based upon a combination of leadership and participation.
In this track we want therefore to reflect upon the transformation of governance systems, looking in particular to creative interpretations and to patterns in these dynamics that tend to become more stable at different territorial levels – from the city-regions to the neighbourhood.
We want to reflect upon the role of participation, looking critically at experiences made at different levels and within different governance cultures.
We want to see how planning is affected by all this.
We encourage you to submit proposals that on the one hand explore experiences in the "greater Europe" and on the other hand allow the planning debate to make a step forward.

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New Context(s) for Planning?

Our society changed significantly over the last three to four decennia. The reasons for this change are on the one hand the rise of new technologies (information, telecommunication) and on the other hand in the concurrence of global historic social traditions: the changes of the production process (focus on innovation and flexibility) with an impact on labour and capital, the growing strength – at all scales from global to local – of movements (green movement, feminism, anti-globalists, etc.), a tendency to increased social inequality and polarization, the crisis of the nation state and the related crisis of representative democracy, the globalization of the economy and of culture, the crisis of traditional social structures (class, family) and a related individualization.
In different fields frames are developed to grasp, understand, explain and direct these changes.
For some (Castells, 1997; van Dijk, 2001; Innes, 2005) networks may well turn out to be (or to become) the defining concept of the emerging era. It seems, indeed, impossible to imagine a society which is not dependent on networks; which is not a "network society" (Albrechts & Mandelbaum, 2005). Some scholars (Castells, 1996; Frissen, 2002) argue that the way relations between individuals, firms and other actors today emerge is fundamentally different from the past. Berry et al. (2004) outline three intellectual traditions (sociological tradition, political science tradition, public management tradition) in networking that are possibly relevant to planning.

Others respond more skeptically to claims that we are at the verge of a new paradigm. They question the extent to which the development of "epistemic communities," and "policy networks" has changed the ways in which we think about interest groups, agencies, civil society and governance. Gualini, (2005) and Healey (2005) see the network as a descriptive tool to encourage a focus on the relational dynamics and connectivities of governance processes and forms

The purpose of this paper is to reflect critically: first the usefulness of the network society as a new context for planning; second a critical reflection on the limitations of the network approach, and third on new emerging frames such as complexity theory (Axelrod, 1997; Battram, 1998; Axelrod & Cohen, 2000; Urry, 2003), or alternative approaches to policy processes like the advocacy coalition framework (Sabatier & Jenkins-Smith, 1993, 1999) or the re-emerging systems thinking (Gharajedaghi, 1999).

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Participation and New Governance in the Name of Sustainable Development: Towards an European Model of Sustainable City?

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Political scientist, Fellow researcher at the Interdisciplinary Centre for Comparative research in the social Sciences, I assume the scientific responsibility for the transnational project Interreg IIIb "Septentrion". This European program joins together a score of cities from the North of France, from the Pas-de-Calais, from Belgium and from the Netherlands, cities anxious to study the stakes of territorial identities" and to closely associate the inhabitants to the promotion of a model of urban territorial development. This network wishes to promote together a new design of the development of their territory: it is a question for them of adapting to the process of European integration which they perceive at the same time like a threat (competition between the territories) and like a structure of potential opportunity to invent dynamics on territorial attraction These cities promote simultaneously a project at the UNESCO to make recognize the "Low country" as "cultural territory".

Within the framework of this program, I study two aspects in particular:

1) On one hand, the stakes relative to the "cultural territory" which the "Low Country" is supposed to constitute. It is a question of seizing the collective representations of the inhabitants, the way in which they live in relation to their city. With our partners, we intend to discover how the citizens are located in this urban environment and how this is significant for them. What influences does this environment have on their cultural and community identity? In particular, we use "focus groups" to represent the populations at the various stages of the investigation and the resulting contributions will serve as data to assess this method and, of course, present the major results.

2) Secondly, I oversee the promotion of a shared conception of the "sustainable city," which would be significant in the three aforementioned European countries, in order to then be possibly exported to other European countries which might be interested. I am therefore working with specialists on urban issues from the CAUE59 on the "interpretation" of the cities. We are trying to create "centers of interpretation of the city", which would allow inhabitants and tourists to understand the urban identities and conceptions. My contribution would develop and assess this process.

Given my position in charge of launching, coordinating and assessing the program, I also intend to present a synthesis on how local actors are considering the opportunities in the territories within the context of the process of Europeanization, and on the effects of the funds essential to the construction of networks of multilevel actors, and their effects on urban approach and urban planning.

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The Meaning of Words in Urban Conflicts: Language, Argumentation Patterns and Local Governance in Israel

Urban development is frequently accompanied by planning disputes. Such disputes are often the battleground for a variety of opposing views and interests, in relation to specific urban and environmental assets and lifestyles. Analysis of three disputes that took place in Israel recently reveals a similarity in the patterns of argumentation that form the foundations of such debates. These patterns are valid, in spite of considerable differences between the contexts and actors involved in the three disputes.

The study assumes that participants in planning disputes adopt inclusive "theories" that rationalize their stands. Hence, conflicting theories, or schemas, reflect from disputers' discourse and influence it. Moreover, the same basic schemas tend to appear in a variety of planning disputes, enabling the formation of various claims as well as comprehension of opponents' assertions. This is shown, for example, in the diverse planning debates of the study. The first set of argumentation relates to the question "What kind of a place this is?" With respect to this, disputants' claims created two opposite substantial schemas, that of a modern built environment versus that of a pre- or a post-modern city. The modern-city schema is linked with spatial efficiency, progressive infrastructures and affluent urban fabrics. Particularly, it is associated with high-rise construction, with the enabling of economic activity and with development terms that may attract new, wealthy populations. Whereas, the opposite model is involved with protecting the traditional landscape and way of life, and is further linked to defending the inhabitants' rights to a place and to living in harmony with the environment. Generally speaking, this model is about low-rise building and renovation as it is connected with a general lack of faith in the benefits gained from big projects. The second set of argumentation relates to the questions "Who Decides?" and "Who makes the planning decisions?" Again, disputants' claims created two opposite schemas. This time, these are procedural schemas, which portray two different desired procedures and types of urban governance. One is the (elitist) model of representative democracy whereas the second is the model of participatory democracy. The one assumes that those elected have the requisite skills and wisdom to decide on planning and development issues while the second focuses on representatives' obligation to listen to voters, as well as on the rights of individuals to influence the built environment.

The claims made by disagreeing actors have their roots in common images of the built environment, the role of the local government and the general politics of the conflict. Both substantial and procedural schemas tend to grow and expand during the debate. In addition, in all three disputes, the same symmetrical structure of argumentation emerged, as each statement was countered with an opposite assertion. The study shows that this structure follows the division of power in the Israeli planning system and may be of interest to planning disputes elsewhere.

The Impact of New Public Management Reforms on Regional Planning

In the regional planning and development work, we often talk about a shift in regional policy-making and planning characterised by a new process of governing. Regional governance has been added to the regional government structure. Government is used to refer to the formal institutional structure and location of authoritative decision-making in the modern state, like ministries, agencies, municipalities and counties. The concept of governance is wider and directs attention to the distribution of power both internally and externally to the state. Its focus is on the interdependence of governmental and non-governmental forces in meeting economic and social challenges. Governance is about governmental and non-governmental organisations working together. Its concern is how the challenge of collective action is met, and the issues and tensions associated with this switch in the pattern of governing. In the concept of governance, actors and institutions attempt to establish a capacity to act by blending their resources, skills and purposes into a viable and sustainable partnership. This co-ordination process has been characterised rather neatly as "managing a nobody-in-charge world". It is often said that the growing obsession with governance mechanisms as a solution to market failure or state failure, must not lead us to neglect the possibility of governance failure.
In Norway, the governance structure is living in the shadow of the government structure, and the regional planning and development agencies are rather weak political institutions. They are network organisations where different actors seems to be motivated to participate out of self-interest, and not out of altruism and genuine interest in increasing the region's capacity to compete in the global economic world.
In the Norwegian New Public Management reforms, the management-by-objectives concept and activity planning became central. However, the implementation of the concept has constantly been twisted between the need for freedom and control. The different ministries, agencies and offices in public sector have some freedom to create their own policies within the management-by-objectives concept, but at the same time, the concept has become very oriented towards details about ends, means, effects and results. The system has become very complex and control oriented with a strong demand for monitoring of output and outcome. The system now produces at lot of detailed reports from the bottom to the top, but the system does not have the capacity to handle all this information in an adequate way.
In this paper, I will present and discuss the logical links between government and machine bureaucracy, and between governance and street level bureaucracy. In this perspective, I will examine to what extent the New Public Management reforms in Norway have given the public sector the characteristics of a machine bureaucracy, and I will discuss to what extent my findings can explain the weakness of the governance structure in regional development.

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Planning, Contract and Commitment. Towards a Relational View on Regional Contracts in Spatial Planning

The emergence of contractual planning instruments in the Netherlands stems from the fact that the Dutch government seeks new planning strategies and planning instruments to increase the effectiveness and efficiency of its planning policy. The idea to improve the effectiveness and efficiency of public policy by introducing contracts reflects a broader public sector reform that is commonly referred to as New Public Management. Dutch planning authorities have high expectations of the possibilities of regional contracts in legally binding regional and local authorities and private parties to the goals set by the national government. However, the first experiences with this kind of instruments reveal that a contractual approach of planning is more problematic than the authorities have foreseen.

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The aim of this paper is twofold. Firstly, we want to examine the possibilities and limitations of the use of regional contracts in spatial planning. Secondly, by examining these regional contracts and the government's view on these planning instruments, we want to reflect on the assumptions of the Dutch authorities about planning and planning instruments. The reason for this reflection is that although the regional contract is introduced as a new instrument, it shows similarities with the traditional blueprint plan, which has shown over the years not to work.

To address both aims, we examine the emergence of contractual arrangements in Dutch planning policies, we reflect on the assumptions behind these policies from different theoretical perspectives, and we investigate the use of regional contracts in planning practice.

Our findings lead to the conclusion that a shift in perspective is needed. The introduction of contracts to improve the effectiveness and efficiency of public policy is embedded in a misconception of capitalist management strategies within a neo-Marxist framework, reflected in the belief in the central rule approach. Dutch planning authorities need to adjust their traditional view on planning and planning instruments. The dominating instrumental view of Dutch government, embodied and renewed by "theories" such as New Public Management, needs to be replaced by a relational view in which the relational aspects of planning and planning instruments are acknowledged. An instrumental view on planning does not create opportunities for mutual learning and trust. A juridical approach of contracts lacks flexibility and can easily lead to distrust. We point out that social co-ordination mechanisms, such as trust and reputation, need further attention in designing efficient and effective governance structures for spatial planning. To understand the role of social co-ordination mechanisms, we develop theory about trust as a concept in collaborative planning. We theoretically and empirically show that trust is an important aspect of inter-organisational co-operation in general and of collaborative planning in particular.

Planning authorities (not only in the Netherlands) need to be aware of the importance of social mechanisms in inter-organisational planning. Only by improving insights into these social mechanisms, collaborative planning approaches can become more effective and efficient. However, as we will show, this can require a fundamental change in planning thought among planners and politicians.

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Strategic Planning for City Regions the Search of Innovative Approaches

The last twenty years have been years of a rich experimentation in planning. Once let behind the idea of an orderly and hierarchical planning system corresponding to different tiers of government we have been exploring new forms of planning which have been based upon the capacity of communicating to and of involving actors rather than upon the power of imposing goals and policies from the top down.

The same idea of strategic planning emerges with a complex genealogy around the mid of the years 1980's and effectively fits the need of finding new non hierarchical modes of planning. The diffusion has been quite rapid in Europe interestingly crossing all the very different traditions of European planning: from the regional economic French planning, to the federalist tradition in Germany, to the "municipalist" tradition of Nordic countries, to the land use-management tradition in UK, to the "urbanism" tradition of Southern Europe. Many experiences of strategic planning have flourished, consolidating models and approaches (Albrechts, Healey and Kunzmann, 2003).

Nonetheless strategic spatial planning seems far from becoming a new field of planning with its rules, examples and procedures. The voluntary and multi-level character of this kind of planning is a structural antidote towards any kind of standardisation. Two seem to be in particular the critical dimensions today. The first one is the issue of legitimisation already discussed by Friedmann (2004) and that even challenges the very idea of

strategic planning as a form of planning. The second is the issue linked to the new characteristics that the city is assuming. Even the concept of metropolitan area is inadequate to describe the large urban formations which are becoming the prevailing feature of cities in many parts of Europe. This means that any kind of border is under challenge in contemporary city-regions: municipal, provincial regional and even national borders are crossed and stressed by the need to catch phenomena (like mobility, economic development or air pollution) at the adequate level. Strategic planning in these areas is as needed as difficult for the necessity to cope with multi-level and multi-actors governance problems.

Drawing from the experience of trying to find an effective approach to strategic spatial planning for the city-region of Milan, the paper discusses the above mentioned two critical dimensions of strategic planning in large city-regions.

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Urban Governance – the New Concept of Urban Management. The Case of Lodz

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The main goal of the paper is to present the system of integrated urban strategy that has been developed in Lodz – one of the biggest cities in Poland. The survey that has been conducted over the last two years delivers a wide range of data that allows to outline some examples of good practice within development processes.

One of the most crucial aspects of local and regional development is competitiveness of regions and communes. The level of competitiveness depends on the source of competitiveness and efficiency of used instruments. The research show that integrated approach used within regional innovation strategies (RIS) allows local authorities to create lasting conditions for sustainable development of a territorial unit. Ability in terms of creativity, effectiveness of decision-making processes, anticipatory spatial planning, economic and social development, territorial marketing, public service management, etc. should be the main attitude of local and regional governments towards spatial management. A public authority through their activity decides on external benefits and losses within their administration area and through that they influence the resources of internal and external development potential. Under a growing competitive pressure within economic systems the effectiveness of activities undertaken by local and regional authorities seems to be the main tool for creating long-lasting competitive advantages. Therefore, innovative attitude occurs the important feature of public authorities in the context of local and regional development.

In the framework of the research the process of evolution from city management by government towards urban governance is also analyzed. The concept of governance assumes that key decisions with regards to community development should be taken through wide consultation with all actors of the community: central, regional and local governments, NGOs, businesses, scientists etc. Each component of such a public network represents different (often conflicting) interests. The main role of public authorities is to initiate the dialog among all actors involved in the processes of social and economic development in a long term perspective. All participants in decision-making and development processes have to elaborate their willingness for cooperation, preferences, readiness for reaching consensus in the context of future welfare. In this model public authority creates political and legal framework within its administrative borders. Business generates jobs and income sources and local society undertakes an active role

in economic, social and political sphere. Due to the fact that every actor has got its strengths and weaknesses the crucial issue occurs to set the range of conditions for their productive collaboration. Urban governance than consists of the sum of actions undertaken by individuals as well as public and private organizations that operate to achieve defined goals.

One of the most important factors of local and regional development is social capital. The level of social capital influences both effectiveness of functioning of public administration and economic management/development. The theory of social capital refers to the relation between social capital and public administration. Social capital exists as the source of human resources for public administration. High level of social capital stimulates the quality of decision making processes and effectiveness of public management. The social potential of the urban district is a basis from which an elite of public managers may emerge. Such an elite would guarantee a permanent development of a community.

The detailed aims of the paper are to investigate the best practices which have been identified in Lodz as the result of implementation of regional innovation strategy. It introduces the best practices, concentrating upon the following issues:

– Financial aspects of local management – the broadening of income sources within public finances at local and regional level, implementation of innovative financial instruments, benchmarking of financial innovations from private to public sector, lean management within public administration

– Public services – improvement of standards for public services, outsourcing

– Public-private partnership – the examples of cooperation between local authorities and business in realization of public infrastructure investments.

The paper is concluded by the series of recommendations for local and regional authorities. They point out who is the subject of city management, how should local governments' administration be set up and how the process of city management should be organized.

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Mobility and Urban Mobilitations

The representation of new "Public Dimensions" is far from being easy, in regard to the temporary and unpredictable nature of its manifestations.

Hannah Arendt claims that the word "Public" has got two meanings, which are interconnected but not superimposable. In fact, the first one is related to what has the widest visibility and publicity. It is Habermas' "Public opinion". As to the second one, "Public" is a common space, distinct from the private dimension and through which human beings are related and separated at the same time. The crucial relation-ship between territory, subjectivity and social movements is one of the main characteristics of our historical cities, whose social realities are highly unstable.

The global city – as Saskia Sassen states – is defined in a not homogenous landscape, in a conflicting space, characterized from inner inequalities, from differences between resources, profits, fields that generate continues conflicts and tensions. It deals with a flexible process, not regulated, in which the space of mobility and circulation are attempted to transform in a space of life and affirmation of new rights, subjects, citizenships. It is clear that changes of future urban sceneries can be made only by the implementation of new social practices, which stand out as alternative options to the institutional and traditional ways of sharing the social dimension. This study is related to urban movements.

Critical Mass, as a social practice, has been the main subject of a short research related to the city of Rome. The results of such a practice reveal a new way of feeling the urban space, thanks to the use of the bicycle and the way of living of the "cycle-activist" community.

The urban cycler is an innate inventor ...
Of a new equilibrium which will make the city on the move again ...
To analyse Critical Mass practice, following tha categories of planning theories, as in John Friedmann's Public domain, Critical Mass is an action group which shapes its aims during tha action.

The research means to show the necessity of new cultural strategies that go beyond the institutional politics. To show the necessity of striking the imaginary. To underline the meanings of an uncommon practice such as riding a bicycle in the city, and interpret Critical Mass' practice in accordance with to planning theories. To analyse Critical Mass practices compared to the common way of perceiving the streets, the traffic, and the way of living the city in general.

Maps and itineraries might become new instruments to highlight both potential conflicts and original ways of socialization.

The used approach is characterized by the sharing of the "cycle-activist" experience, recording all the personal experiences of those who join in Critical Mass and that go beyond the institutional urban space:

– The head of the group leads the route. The meeting is always the last Friday of the month at Piazzale Ostiense. During the itinerary the head changes and sometimes we part from each other.

– Ours is a choice from the bottom – while we find ourselves battling for concessions from the authorities and searching for solutions to urban issues and confronting the ever expanding use of private means of transport that waste energy resources. Meanwhile utterly inadequate solutions for tackling traffic jams and the fumes that afflict both big and small city centres continue to be proposed. Let's face the reality of it, there will not be enough parking or space on the roads to take more traffic as we head towards saturation point. Let's be able to appreciate the beauty and richness of our streets NOT just the volume of cars that funnel through them. Urban spaces that burst with life and vivacity are those able to limit the amount of motorised vehicles. An open, free, safe space is one that keeps cars out not one that sacrifices people, children and animals to the car god.

Critical Mass' objective is to invent a ludic alternative to reorganize our cities, consistent with the "Environmental Autonomy". It is necessary to find new ways, new methods to accelerate the distruction of metropolitan space, by striking the urban imaginary and giving the practice an inner meaning that goes beyond the bounds of the territorial and physical experience.

"In such an experience, individual happiness might become a general, social and cultural one" (Bonomi, A., 1996).

The discipline might arise many doubts over the results this practice can have on public opinion. Actually, this urban movement has got the power of building a positive relationship with the territory, by giving an appropriate answer to the comfortless way of living in modern cities and suggesting one of the possible pollutions to a complex urban issue.

Smart Growth and Neighborhood Power: An Option for European Megacities?

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In a speech several years ago to the Urban Affairs Association conference in New Orleans, then-HUD Assistant Secretary for Research Michael Stegman stated that there were 37,000 vacant, abandoned properties in New Orleans alone and asked, "What policies contributed to this?" Since then, "smart growth" has caught fire as the answer to many urban problems, including central city decay. As European cities face unprecedented waves of immigration, cities sprawl across national boundaries and urban neighborhoods decay, smart growth becomes more relevant in Europe as well.

Typically, smart growth includes regional cooperation to encourage infill central city development, an emphasis on mixed use, mixed income development, and transit-cen-

tered designs. The concept rests on the idea that stronger regional governance is needed in order to implement these changes throughout the metropolitan area. However, it is not really clear that regional governance is the answer; in fact, some of the healthier central cities are found in areas with little or no regional governance. Could it be that, rather than trying to manage all growth regionally, cities should place some powers at the regional level and retain others locally? Which functions should be at what levels? Should neighborhoods be involved? Could it be that retaining jobs is more important than enacting regional smart growth measures?

This paper examines evidence from several cities in the USA and Canada to make the case that regional governance improves central city health and vitality only if it is coupled with the devolution of power – political, social, and economic – to neighborhood groups. This approach has produced remarkable results in cities experiencing large influzes of minority immigrants; thus, the experience is relevant to much of urbanizing Europe. As megacities cross national boundaries, the issue of devolution balanced with regional control will become even more important.

The paper examines several theoretical approaches to the issues raised by contemplating the question of who should make decisions regarding funding, efficient service delivery, social service provision, land use approvals, etc. in urban neighborhoods. Does city government make sense in megalopolis? Is regional control better, or will the political power of the poor be diluted even further? The paper then presents evidence from case studies to begin answering these questions.

The conclusions of the paper, if taken to an extreme, could lead to calls for abolition of city government in favor of neighborhood/regional governance – a radical proposal that would be unthinkable in the US, but might be possible in some European nations.

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Transforming Governance Systems in Dutch "Riverscapes": Case-studies of Experiments with Deliberative Policy Making in Water Management and Spatial Planning

The 1993 and 1995 (near) river floods in the Netherlands raised societal awareness of flood protection issues, as well as awareness among river experts of the limits to control high water levels with higher dikes only. To be able to cope with potential flood disasters in the future, that is, to anticipate impacts of climate change, sea level rise and increasing river discharges, Dutch policy makers do not want to continue the building and strengthening of dikes and other special flood defences only. Instead, they now try to elaborate and implement a new water safety concept for the Riverscapes (Riverine areas and Urban and Rural Landscapes), called "space for the river". The basic idea is to enlarge the discharge capacity of the rivers by (temporarily and under specific conditions) increasing the amount of space for the rivers. Furthermore, the basic unit for all water planning and management actions is no longer a particular track of a river but the whole river basin. This approach is also put forward by the European Water Framework Directive (EWFD), in which "river basin management" is a central concept.

Because of these new river policies, the existing Governance Systems and Institutions in Dutch Riverscapes are under pressure. First, traditional water managers such as the Ministry of Transport, Public Works and Water Management and the Water Boards are no longer solely responsible for flood protection in the riverine areas, since various spatial organisations have entered the policy arena. Secondly, as the river basin is crossing administrative and geographical borders, the development and implementation of the "space for the river" concept requires cooperation on different administrative levels. Hence, river management has become a challenge of public spatiality and participative governance, rather than a technical/hydrological issue. To organise the transition from a rather inclusive and technocratic way of policy making to a more open and deliberative policy process is quite a challenging task.

It is the aim of this paper to report on the main policy change in Dutch flood prevention from a historical institutional perspective, to analyse empirically some different case-studies under the new "space for the river" regime, and to explore the trends of new governance concerning water management in a new spatial and institutional setting. The structure of the paper is as follows. First, the new water safety concept for the Dutch riverine areas will be described in more detail. What is the history of this concept, what does it mean, why is it developed? Next, the focus will be on the large national "Space for Rivers" project, and on several experiments within this project with new participative modes of governance in particular. Subsequently, we will use these empirical data to address some important trends in the transformation of Governance Systems, i.e. new modes of governance particularly concerning deliberation and participation. Increasing complexity, decentralisation and a changed meaning of the relevance of "New Public Management" are part of these trends. We will conclude this paper by making a normative statement for "New Public Service" in governing flood prevention.

Building Local Coalitions for Global Challenges: Urban Leaders and Community Involvement in Urban Regeneration Projects in England and Italy

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The paper will present findings from the EU funded PLUS project (Participation, Leadership and Urban Sustainability) which, over 30 months, brought together academics and practitioners to research various approaches to political leadership and community involvement in urban regeneration initiatives across Europe.
While community involvement has played a crucial role throughout the history of planning, little work has been carried out on leadership and the link between the two. The PLUS project offers an approach and a methodology specifically aimed at examining the interplay between both. Our research tends to consider that to assess urban regeneration initiatives, efficiency outputs do matter, but so do effectiveness and legitimacy. In view of the shift from government to governance as well as in view of the need to explain government failure, the combination between urban leadership and community involvement can be seen as offering an answer to the search for efficiency but also effectiveness and legitimacy outputs.
Our hypothesis is that in a context where the process of globalisation has brought a "hollowing out" of the national public sphere to the benefit of other actors, including EU, regions and local authorities, NGOs and private sector, urban leaders must ensure that they maintain a local public sphere, i.e. that their communities share decision-making and are not disempowered by other more powerful actors.
In our paper, we will focus on urban regeneration initiatives promoted in three cities: Cinisello Balsamo (Italy) and Stoke-on-Trent and Bristol (England).
In the first part, we will briefly present the national context. Firstly, the trend to strengthen local leadership has started both in Italy and Britain with modernisation agenda at local level offering new governance systems. For instance Italy has introduced elected mayors in 1992 and local authorities in the UK since 2002 could choose between a selection of four local government structures aimed at improving leadership and accountability. Secondly, in both countries the growing demand to broaden and amplify the opportunities for the involvement of local actors in urban policies responds to the requirement for better ways of listening to, interpreting and processing the demands of citizens. Very often the relationship between local political leadership and community involvement is based on a need to strengthen the former because of its "solitude" when faced with the need to resolve conflict and mediate between interests that tend to represent themselves directly in the political sphere.
In the second part we will present the case studies. They will serve as examples of innovative policy-making practices presenting elements of both leadership and community involvement. We will introduce challenges for each case study (substantial, procedural

and institutional), before examining in more details how leaders have tackled these challenges to ensure effectiveness and legitimacy: forms of community involvement, transparency of the decision-making process and effectiveness of citizens' participation.

A number of conclusions and lessons for policy and practice will be underlined in the final part of the paper further stressing out the need for interplay between leadership and community involvement in the new EU multi-layer governance system:

– National and local political contexts impact on the combination between urban leadership and community involvement
– Community involvement can restore legitimacy to the political leadership
– Leadership has to legitimate and to care for community involvement processes
– Lack of community involvement weakens leadership
– Processes of community involvement can produce new forms of leadership
– Public-private partnerships and citizen participation are very different practices when not actually contradictory
– Technical leadership can ensure effectiveness to political leadership

The comparative nature of the paper also emphasises a number of important influences in the ability of leaders to engage communities in the policy process: relationship between local level and the other layers of the multi-level governance, specific local political culture in which leaders operate, but also the institutional capacity of the local level to support local actors.

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**Re-conceptualising Public Participation
in Spatial Planning – a View through Autopoiesis**

The paper is organised in four sections. The first part discusses the literature with respect to first, spatial planning systems, paying more attention to newer forms of spatial planning experiments studied and reported (Cars et al,2002, Albrechts et al, 2001, Vigar, et al, 2000, Madanipour, et al, 2001). The methodological focus is on case studies and their analysis. The second part focuses on methods, processes and systems of public participation in the context of governance discussed within literature. An attempt is then made to synthesize the above two parts to yield a set of empirically founded key challenges in achieving public participation for spatial planning. The concept of public participation and spatial planning are also examined to clarify the sense in which it is used in this paper.

The second part of the paper introduces the concept of autopoiesis. The sense in which it was originally used by the scientists who first advanced the notion is discussed as well as the main sort of criticisms levelled against the concept. The introduction of the concept into social sciences, and the debates that it has given rise to is presented. The use of the concept in various streams of governance related to administration, policy, politics, law and organisational studies are then discussed briefly providing an overview of the types of academic investigations that the concept has given rise to (Dunsire, 1996, Brans and Rossbach, 1997, Byrne, 2005, Brocklesby and Mingers, 2005) . Finally the concept is evaluated for its potential usefulness and shortcomings discussed more in a general metaphysical/theoretical vein.

The third part of the paper integrates the first and the second part. It aims to foreground the types of insights for spatial planning that a re-conceptualisation in terms of autopoiesis can give rise to. The realm of spatial planning is discussed in general at length highlighting the re-conceptualisations that the autopoietic view enables. Using this discussion as a context, the issue of public participation is then re-framed in autopoietic terms, emphasizing select key parameters. This section concludes with a re-conceptualised notion of issues in public participation for spatial planning.

The final section of the paper, discusses a case-study of public participation in spatial planning. The case-study is set within the District of Kollam in Kerala, India (Economic

Review, 2004). The experiment was undertaken at what can be called a regional level covering a population of 2,398,285 across an area of 2,491 sq km. It has 69 Panchayats – Lowest level village local self governing institutions (LSGIs), 13 Block Panchayats – next highest tier in rural areas, 2 municipalities-urban LSGIs, and 1 City Corporation. The presentation of the case re-describes the empirical data in terms of the issues identified within spatial planning for public participation in autopoietic terms.

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Evaluating Collaboration Success and Identifying its Determinants: Towards a New Theoretical Framework

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Regional planning and management are problematic in many countries. Control over land and natural resources is fragmented among different levels of government and agencies with narrow missions. Interorganizational collaboration is advocated as a solution, but research to date has predominantly involved case studies with little theoretical rigor.

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

The research methodology includes analysis of a mail survey of participants in 76 collaborative natural resource planning processes. Representatives of 3 to 4 organizations that collaborated in the development or revision of a management plan for one of six natural resource management program types in the United States were surveyed. The survey asked the respondents three open-ended questions to determine how they evaluate the success of collaborations and what factors helped/hindered the success of their particular initiative. This way, the measures and determinants of success that were not mentioned in the literature or not identified by the researcher, but considered influential by survey respondents are captured. The results should shed some light on the perceptions of the collaboration participants in terms of how they evaluate success as well as what they believe influences the success of collaborative planning. The study presents a more complete theoretical frame for both evaluation of success and identification of determinants of success that would be useful for future research.

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**Participation, Planning and
Governance – Gaps in Theory and Practice?**

Participation has been a widely used term in the last two decades. Lately – mostly due to its supra-legal capacity of legitimating (Offe, 1973) – it gained importance and space in particular within the debate relating to the shift between modes of governance.
Also, looking at governance arrangements and planning experiences across Europe, it is evident that planning practice at every scale makes a growing "use" of participative tools, procedures and techniques.
The paper aims at making reason of the combination of the concepts of "governance" and of "participation" and at pointing out gaps related to those concepts in planning theory and practice.
The paper opens with a theoretical setting of the question, based on a definition of governance as a collective action "problem of coordination" between different kind of regulations, and consisting of "local, context and situation specific processes of reconstruction of politics in a fragmented, competitive, multi-level policy environment" (Les Gales, 1998) and then points at giving an interpretation of what "participation" could be and represent in contemporary planning and of its potential within local redefinition processes of governance forms.
After that – by presenting different European case studies where various modes of participation occurred in changing governance environments – the paper challenges the concept of "participation" from the following two angles:
Role of participation
Firstly, the paper addresses the multiple natures of participation in planning practice: in particular, the way it takes place (as an ex-post tool assessing or defining further decisions take elsewhere or as a proactive instrument) and the role it has within planning processes is analysed, and the meaning and extent of its inclusiveness are discussed (levels of "formality" of agreements, actors and groups involved, structure and organisation of interests, "openness" of the process and access modes).
Effects of participation
Secondly, the interrelation of participation with – and its effects on – statutory planning and institutionalised procedures are investigated. In particular, the creative potential of participative situations within the institutionalisation processes is highlighted.
The case studies – chosen in different European countries – relate to different "scales" of planning (i.e. local, city and city regional); each case is introduced by a synthetic presentation of the general planning context and local arena and looks then at the specific process focusing on the aforementioned perspectives on the topic.
Drawing conclusions from the examination of these case-studies, the paper will try to identify

– potentials of participation in changing governance arrangements
– problems in practice of combining participation and governance
– gaps in theory relating to links between participation and governance

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Europe in the Neighbourhoods: Critical Issues and Potentialities. Designing Urban Regeneration Policies

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In the last ten years a set of innovative urban regeneration policies has been promoted all over Europe by different government levels. These policies aim to counteract phenomenons of social exclusion in many neighbourhoods of relevant European cities trying to recreate the conditions for sustainable development at the urban micro-scale.

As a consequence of structural changes in global systems or alterations of local balances, a number of new urban questions are emerging in many relevant cities of Europe. These urban questions seem to be polarised in precise parts of the city fabric, these are usually defined as deprived urban areas: Policies processes considered and analysed in this article deal with these issues. The article is based upon a comparative study that works out several common characteristics of urban regeneration policies in diverse EU member states. It specifically investigates the design of these processes in depressed urban areas. In this research work a particular attention has been paid to the CI or ABI (Community Initiatives or Area Based Initiatives), it has been examined analogies and differences in the implementation of this kind of urban policies in diverse neighbourhoods of several European cities (Berlin, Copenhagen, Duisburg, Rome). National and local experiences have been associated and compared with results obtained from the implementation of EU promoted initiatives (e.g. Urban Pilot Projects, Urban I, Urban II). It has been evaluated the divergence (or convergence) between the Community and the single States objectives in the implementation of the policy actions. Principal questions leading the research were:

– How do local and Community policies integrate and interact at the scale of neighbourhoods?
– How relevant are the grades of effectiveness and integration of such policies?
– What should be the key provisions of a model Community urban regeneration policy?

The complex connections characterising urban regeneration policies have been investigated and elaborated playing a sort of semiotic game: the signs to decode have been actors and subjects of planning (institutional and not) and needs, emergencies, requests coming out from the daily life in the neighbourhoods (citizens real needs, emerging ideas in the practices, new social, cultural and environmental demands...). Observations made in neighbourhoods (policy makers actions and bottom up requests) have been compared with the objectives of national and Community policy guidelines (indications of politics).

Findings from the case studies, they can be considered idealtypical neighbourhoods summing up common shared urban issues in EU cities, bring into question the importance of right addressing the design of urban regeneration policies promoted at national or Community level. It has been tried to give sense to the aseptic expression integrated territorial approach that is often used in EU official documents related to planning issues.

Conclusions focus on these themes:
– The role of communication in urban regeneration policies practices

– Possible innovations to consider in the design and in the implementation of these processes.

This comparative study takes into consideration the experience of the Kvarterløft (Copenhagen), Quartiersmanagement-Die soziale Stadt (Berlin), Urban 1 (Duisburg), Contratti di quartiere (Roma) and it has been implemented on the occasion of my doctorate thesis.

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New Regionalism and Turkey:
Recent Development and Future Challenges

Since the 1980s onward, alongside the rediscovery of region and regional economies, the New Regionalism debate has emerged as one of the most popular discussions in regional studies. Across the political spectrum, in particular, concepts, such as regionalization, region building and regional competitiveness have emerged to become the main ingredients of a "one size fits all" recipe for local economic development. From this viewpoint, designating specific geographical areas for devolution and making them compete with each other by promoting technological development and learning have become the mainstream approaches for regional development in the EU.

This paper aims to contribute to the current debate by focusing on Turkey, a country that has recently been undertaking a series of important reforms for New Regionalism in respect to its application for the EU membership, i.e. the preparation of a NUTS classification which subdivides the national territory into various regional units to conform to the EU norms, the government's proposals for reducing the dominancy of the central government in the service fields such as education, health, public works and agriculture, and the preparation of a legislative framework for regional development agencies. These developments have risen the question as to how far the present focus on regions and regional development be taken. Having experienced a shift of its regional policy away from the traditional welfare policies in the 1960s towards neo-liberal experiments of the 1980s, Turkey, since the Helsinki Summit, has come face to face with an increasing EU focus on the New Regionalism. However, three main questions arise in this context: First, to what extend the prescription of New Regionalism will cure Turkey of its problems associated with regional development? There are significant regional inequalities in Turkey; and by the absence of a fair macro economic framework, prosperous regions start the national and/or international competition one step ahead of less favoured regions. Second, will the Turkish government be able to take further steps for New Regionalism and devolve power to regions? As government policies in Turkey have historically been based on centralism, the New Regionalism package could put Turkey in the dilemma as whether to become a regionalized state or remain as a classic unitary state. And finally, is the cultural milieu in some regions a handicap for innovation and creating a learning economy in Turkey? Social organisation based on feudal structures (e.g. tribes) especially in the Eastern regions, threatens the development of institutional thickness and learning.

To this end, this paper critically reviews recent policies with particular references to the aforementioned questions. The paper then concludes by drawing attention to some uncertainty over future changes that might be expected.

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Governance: Europe as a Learning Field for Local Institutions

The process of institution building in the EU is the focus for many scholars in political science and institutions in so far it strongly differentiates from nineteenth and twentieth century traditional models of states and governance reinventing questions of power, rep-

resentation and democratic accountability inside a new multilateral context thus offering students of politics a set of cases in which the classical themes of political science can be approached anew (Sbragia, 2002; Olsen, 2001). Whereas institutions become less and less taken for granted, scholars in the planning field highlight how planning and spatial policies are undergoing strong tensions in so far they try to cope with new relational geographies asking for new institutional answers and new forms of government and governance (Healey, 2004).

The papers aims to investigate how the institution building process undertaken by the European Union is offering new models, practices and vocabulary to spatial planning to treat problems of multilevel governance: in particular it offers an overview of those authors which refer to the process of the EU institution building, in order to find out new forms of governance coping with problems of metropolitan government (Frug, 2001). It will develop a general overview of the problems of metropolitan government and a synthetic panorama of main common problems that practices of metropolitan government are facing in different European contexts, trying to show out how some key issues for both scholars in the field and local political actors. In this way the paper tries to offer a new added meaning to the manifold notion of Europeanization (Olsen,2001) referring in particular to the way in which European Union can act not only as a strong device of institutional (as well as organisational) change within national states models – dealing with uneven theoretic process of homogenizing, and more probable structuring process of different local and embedded answers to the same instances of change all over Europe – but also as re-structuring model for local institutions within national states offering examples of a dynamic institution, proposing new models of agenda settings, new processes of decision making, new forms of citizenship, new forms of interactions between public and private, institutional and non institutional actors.

The paper will thus end trying to point out that the way in which EU is trying to articulate its own institutional answers is able to renew capabilities to think the role of the "local" state, offering occasions for a larger institutional afterthought.

Territorial Governance of the Polycentric
European Metropolitan Region of Northern Switzerland

The presented paper has been elaborated in the context of the Interreg IIIB Study Project "POLYNET: Sustainable Management of European Polycentric Mega-City Regions". The overall project, with partners from seven different European regions, focuses on how to enhance complementary between polycentric city regions in North West Europe and promote cross-border sustainable management.

Focus of the Swiss project partner is the European Metropolitan Region of Northern Switzerland, a polycentric urbanised landscape that comprises the largest part of Switzerland with Zurich as an important economic and cultural centre. Spatial development in Switzerland is subject to major changes. Driving forces of growing importance are "knowledge intensive business activities" that comprise high-tech branches, higher education institutions and advanced producer services, which are of increasing relevance in Swiss economy. The effects of location decisions and policies of those businesses have become important agents for spatial organization, many times exceeding "official" spatial development policies of the federal government system. "Knowledge intensive business activities" cause the development of areas of functional specification; the workforce is becoming more mobile which results in increasing numbers of commuters and growing commuting distances, growth of built-up areas in the outer belts of the agglomerations as well as problems of a lack of efficient infrastructure for private and public transportation. Despite these problems, political discourse and actions towards developing governance bodies for functional regions and strategies to tackle spatial problems is not keeping up with current development trends.

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The paper will outline the current spatial development tendencies in respect to "knowledge intensive business activities". Further, recommendations to Swiss policy makers on territorial governance issues and spatial strategies towards the sustainable management of urbanised landscapes will be presented. The recommendation will evolve around three hypotheses:

1. Existing policy responses to spatial development show a gap between the functional and territorial logic that is inherent in the system in which spatial development takes place. In terms of governance, bridging this gap is a political negotiation process between policy makers from the sectors of economic affairs and spatial development.

2. Existing institutional levels and forms of cooperation do not provide adequate frameworks and perimeters for spatial problems that develop "unnoticed", outside the scope of existing responsibilities. Sustainable Management of the EMNS inevitably involves experimenting towards the creation of a level with problem solving capacity.

3. Policy Makers are, to different degrees and from different perspectives, aware of the gap between functional and territorial logic as well as the absence of adequate institutional levels for solving large-scale problems. They have visions and ideas about their interaction perimeter, based on their respective tasks, experiences and strategies. The understanding of these visions and ideas are one prerequisite to further develop desired futures along with the adequate structures and procedures to put them through.

While the analysis and recommendations are important outcomes of the research, the paper will also focus on the process and working tools that have been developed throughout the research process. The tools are designed to interact with policy makers, introduce their experience and know-how in the process and involve them in developing the policy recommendations as indicated in the third hypotheses.

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Leadership in Partnership, Visions versus Power

I have been involved in the development of a certain partnership where Volda University College is one of many central partners. The origin of this particular partnership of my case, lies in the huge needs of new entrepreneurial activity in our local and regional communities. Basic elements of the new entrepreneurial activity are to strengthened and develop further the fields we have been historically strong at. Important angles will be historically based aspect of the society of Volda and this society's important role as a base for cultural production and higher education since 1860. The overall goal of the partnership is to realize a centre where the university college is the most important motive force in the part of it that focuses art productions and performances meant for yearly touring in The Cultural Backpack. This focus has occurred because of the spoken and identified opinion that Volda University College has the necessary and well developed competence and width in the cultural subjects both regionally and nationally. This competence is expected to open new expressive opportunities in ways that will develop further this particular role the university college has had within higher cultural education in addition to contribute to creative atmosphere and innovation in general. Today this partnership is institutionalized and consists of Volda University College, the municipality of Volda, the county of Møre og Romsdal, The Students Welfare Organization of Sunnmøre and the private investment company called Kompetanse Nordvest Eigedom as. So far it has been a process of 4 years.

In the initializing period my role was to be leader of the first interest group. Later on, up to December 2002, I was the leader of a more formalized group politically appointed of the local council. The whole process started by structuring social capital and might be said to have been born in voluntary sector. Through its development the partnership process constantly has enlarged by more stakeholders. As a consequence direction has been constantly adjusted accordingly to new partners.

The focus of my research is on the challenges that leadership meets on the different

stages of the development of this particular partnership. The main focus is put on the communicative aspects in the development of collaborations or networks and how leadership is capable of nourishing the whole process. Just now my research question is like this: What are the changing requirements for leadership as public, voluntary and private sector partnerships develop? This question focuses two main foci: What are the necessary conditions for the creation of sustainable local and regional partnerships? What is appropriate leadership in those partnerships?

So far, about the process regarding the development of this partnership, one might say it is possible to identify a typology of networks containing three different types of networks that for each of them to function, generates different types of leadership. I have already written a paper connected to what I have called The Type I Network, this paper will be concentrated around the particularities of The Type II Network. While The Type I Network might be said to articulate a rather loose organization based on social mechanisms among individuals with common interests, The Type II Network might be looked upon as a further development of the partnership based on more institutionalized and formalized forms containing completely other demands of leadership.

The distinct character of my case all the time forms the leadership and gives it content. Both the types of network can be said to be a dynamic process where plain formal bureaucratic leadership would have been a failure. On these stages the more organic process itself points out the kind of leadership that fits the different situations at the point of time they occur. This seems to characterize the more informal phase of the process.

In connection to my research question, it is important to go into the general literature of leadership in addition to literature on partnership and networks and particularly focus the communicative aspects of the process. It would here be useful to discuss an eventual distinction of the two phrases network and partnership. Some theorists seem to use them synonymously, others distinct them in a way that focuses partnerships to behave more formally and institutionalized than networks do. I have to focus literature that establishes links between development variables of dynamic regional processes and planning tools that are relevant in regional planning. These are mechanisms I have to focus due to the strategic institute programme that finances my scholarship. In this paper I want to focus my own project, the stage of The Type II Network, in the light of the span between Habermas and Foucault.

Multilevel-Governance in Europe: The Europeanisation of Local Politics?

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Currently traditional local political-administrative systems are challenged and questioned by processes of globalisation, European integration, by a decrease of efficiency of public administrations, a decrease of legitimacy and an increasing social heterogenisation with regard to lifestyles, milieus and classes. Policy actors reacted to these challenges mainly, on the one hand, by reorganising institutional structures and patterns of interaction within the administration and between representatives of the local state, the private economic sector and the civil society, and, on the other hand, by a change of the actors' roles, their attitudes and behaviour towards a new political culture and civil society structures. This particularly aims at enlarging basic democratic forms and establishing new forms of debate among citizens and policy actors concerning political decision making. Both ways of anticipating these challenges contribute to the change from "government to governance", which is widely discussed in scientific literature and is on the political agenda in many cities.

On the European scale, the European Commission contributes to this discussion particularly by referring to its White Paper on "European Governance", which describes several levels of responsibility for the success of "good" European Governance. The central aim of the strategic paper is to make the European system of governance more "citizen-ori-

ented" and to identify different groups, which are important for achieving the aim of "democratising" Europe. In this process of building a new European Governance, regions and cities are recognised as levels that in many areas are the concrete, practical testing grounds of European policies while enabling the most direct relations between political decision-makers and European citizens and hence assuming an essential transmission function. For the future, this means that the role of cities and regions in political decision making on the European level has to be upgraded, and, furthermore, that their roles as mediators between the interests of the local citizens and the European institutions and as communicators of European policies have to be taken into account more seriously.

This paper examines the question of the interplay between local citizens, cities, regions and European institutions with regard to the policy area "regional and structural policy", in which planning plays a crucial role. The concept of "multi-level governance" will be used to analyse relationships between institutions and actors of the different spatial scales. Three questions are mainly addressed in the paper:

1) how is European regional and structural policy shaping and changing urban systems of governance via the implementation of special funding schemes

2) is European regional and structural policy contributing to the enhancement of participation processes and to the establishment of more integrated approaches in urban planning, and finally

3) what are the current formal and informal ways of cities/regions to influence policy making on the European level?

These questions will be discussed by comparing two cities in Germany (Hamburg, Dortmund) and two cities in Austria (Vienna, Graz) with respect to their degree of "Europeanisation". The paper partially incorporates the results of a research project called "European Metropolitan Governance", which is financed by the Austrian Federal Ministry of Education, Science and Culture and headed by the "Europaforum Vienna".

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Evolving Governance Structures and Engagement Mechanisms in the English Regions

Since 1997 there has been an increasing move by central government to making the English regions the spatial tier for strategic policy making. We now have statutory spatial strategies, economic strategies, housing strategies, cultural strategies and regional sustainable development frameworks to name but a few. This rise in strategic policy making has been accompanied by a rapid evolution of the regional institutional architecture to develop and guide the implementation of this policy. They key organisations in regional governance are all initiated by central government: Government Regional Offices, which bring together most central government departments within the region; Regional Chambers, which bring indirect accountability to regional policy and activity; and Regional Development Agencies with a remit for economic competitiveness and regeneration. They have very different structures, cultures, remits and funding capacities, and thus require a considerable degree of joint working to provide effective regional governance which is joined-up across policy sectors (Baker, Deas and Wong, 1999; Murdoch and Tewdwr-Jones, 1999; Local Government Association, 1999; TCPA, 1999; Stephenson and Poxon, 2001). Indeed the fragmentation of the regional institutional architecture has been a dominant criticism of academics and others of the emerging regional regime (Healey, 1998; Robson et al, 2000; Tewdwr-Jones and McNeil, 2000; Tomaney, 2002), particularly when placed in the context of central government theoretically committed to joined-up thinking (Modernising Government, 1999). These key regional agencies are joined by a myriad of other regional players engaging in governance and policy making, some established by central government, and others emerging as the voluntary and private sectors seek to engage more effectively in the development and implementation of regional policy.

This need to achieve regional governance through a fragmented regional institutional architecture raises a number of questions. These include:

– the motivations behind joint working

– the mechanisms being developed by central government and within the regions to join-up regional activity and to enable the participation of a diverse range of stakeholders;

– the extent to which the English regions are achieving joined-up governance; and

– the lessons that can be learned from the English regions about establishing and evolving governance structures in new territories of activity.

This paper builds on PhD research into the joining up of policy in the English regions. It begins by briefly summarising the governance structures established in the English regions by central government, and a summary of the criticisms of those structures at the beginning of the English regional agenda. It then explores the evolution of those centrally set structures by the stakeholders of two English regions, Yorkshire and the Humber and the East Midlands. It shows how the regional organisations were both innovative and proactive in establishing joint working relationships and engagement structures as a means of improving policy making and delivery. It then highlights good practice in establishing governance structures in a new regime, and highlighting the hindrances in doing so. While many of these are specific to the English context, they do raise more general issues that can be applied more widely. The paper concludes by considering whether the English regions can be said to be achieving joined-up governance as a means of assessing the effectiveness of the organisational and engagement structures.

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Urban Region Strategy-Making in a Relational World

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This paper draws on ongoing work on the nature of strategic spatial planning in the context of cities and urban regions. In previous papers, I have looked at the nature of spatial concepts mobilised in recent experiences of urban region spatial strategy-making (Healey 2004) (Healey 2005), and at the nature of the knowledge used (Healey 2004). This paper will explore the nature of strategy-formation processes. I develop a conception of strategy as a complex social construction which involves difficult political and intellectual work, as realised in relation to urban region contexts. I first review the meanings of strategy as developed in the fields of management and spatial planning, in order to emphasise a conceptualisation of strategy as emergent framing discourses which

focus the attention of key actors with the power to have a shaping influence on urban region dynamics through time. Such a strategy is more than a framework of principles. It has the quality of an inspirational, motivating "vision", supported by a way of "seeing". It offers a direction and provides some parameters within which specific actions can be set. It creates ideas about how future opportunities may be grasped and threats avoided. Strategies, in this conception, are emergent social products in complex governance contexts, with the power to "frame" discourses and shape action through the persuasive power of these framing discourses. The paper will draw on material from "episodes" of strategic spatial planning occurring from the 1950s to the 2000s in three urban regions: the Amsterdam area, the Milan area and the Cambridge area. I focus in particular on four key dimensions of strategy formation processes: the filtering of ideas, the framing of strategies, the generation of mobilising force to develop a strategy, and the potential for transformative force through which a strategy may carry shaping power across different institutional arenas and through time. I conclude by emphasising that many so-called strategies for urban regions do not re-frame understandings of a region or policies for intervention in urban region dynamics. Where new frames are articulated, they may not be attached to sufficient mobilisation force to command legitimacy. If accepted as legitimate in one arena, they may be unable to "travel" to other arenas and through time to have transformative impacts. But sometimes they do. In such instances, a key task for commentators and institutional designers is to pay careful attention to the impacts of such transformative reframing on the strategic focus of attention as regards development investment and regulation, and the particular inclusions and exclusions that such a focus may generate.

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Mission Impossible: Local Strategic Partnerships in England

Local Strategic Partnerships (LSPs) were set up in England as a vehicle to bring together stakeholders in a district to work more effectively in the delivery of local services, with the aim to reduce the gap between the most deprived communities and the rest of the district. Local Strategic Partnerships usually comprise of local councils, other public service providers such as Primary Care Trusts (health) and the Police, the private sector, voluntary and community groups. The underlying philosophy is that by bringing a wide range of partners together, there will be more co-ordination among local services, leading to less duplication and more efficient use of resources.

By setting national floor targets on crime, housing, health, employment and education, the tasks for Local Strategic Partnerships are more or less set by the Government. To ensure that Local Strategic Partnerships deliver the national floor targets and other objectives, there is an annual Performance Management Framework Review by the regional government offices. While the expectation is for Local Strategic Partnerships to "deliver", LSPs are also required to be "inclusive" i.e. to involve all stakeholders and the local communities in the process. Local Community Empowerment Networks have been set up, funded by the Government, to strengthen the capacity of the community and local groups.

Under the pressure to "deliver", some Local Strategic Partnerships mainly focused on the delivery of programmes and projects, with little efforts made to involve and engage

with local communities. In many cases, local communities felt left out of the whole process. With the development of the local Community Empowerment Networks, there is scope for local communities to play a stronger role in Local Strategic Partnerships. It requires, however, time for local capacity to develop and some community groups fear that it would take a long time before genuine partnership can be achieved.

Using two Local Strategic Partnerships as case studies, the research shows that local councils are seen as the predominant partner in Local Strategic Partnerships on the one hand; yet local councils, being the accountable bodies for LSPs, are obliged to ensure that targets are met and services delivered. Unless the Government put less emphasis on "delivery" and more on "inclusiveness", Local Strategic Partnerships are forced to perform the mission impossible.

Dialogue with the City: Deliberative Democracy in Action?

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Deliberative democracy (Benhabib, 1996; Bohman and Rehg, 1997; Bohman, 1998; Elster, 1998; Uhr, 1998; Dryzek, 2000; Gutmann and Thompson, 2002) describes the emerging trend towards more meaningful public involvement in government decision-making. More commonly referred to as "communicative planning" (Healey, 1996; Hillier, 2002), "collaborative planning" (Healey, 1997; Innes and Booher, 1999b), "deliberative planning" (Forester, 1999) or "consensus-building" (Innes, 1996; Innes and Booher, 1999a; Innes and Booher, 1999b), deliberative democracy represents an approach to governing aimed at creating a two-way dialogue between government and its citizens. This paper presents the author's research on deliberative democracy in practice, a case study of the Western Australian Government's "Dialogue with the City" process.

"Dialogue" has been proclaimed as the largest public participation exercise ever to be carried out in the southern hemisphere and was a finalist in the 2004 Commonwealth Association for Public Management (CAPAM) "Innovations in Governance" awards.

"Dialogue" was an intensive process that aimed to engage the community in planning for the future of the Perth metropolitan area through the utilisation of various deliberative techniques. The process commenced early in 2003 and culminated in a new planning strategy for Perth being endorsed by State Cabinet and advertised for public comment in late 2004.

This paper examines a deliberative democracy process in practice by drawing on the researcher's own in-depth observations of the "Dialogue" process, interviews with key stakeholders, questionnaire of consultation participants and analysis of published material. The author draws comparisons between theories of deliberative democracy and that which occurs in the "Dialogue with the City" process, and highlights the implications for both theory and practice.

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Sharing out Strengthens: Regional Redistribution
as Instrument for More Successful Regional Governance

The present complex land use issues ask for governance solutions. Regions, although they lack definite borders and are continuously dynamic, will function as place of action for this regional governance. Complex land use issues might be streamlined best on this subnational level. The several governmental units in an area have to search for collaborative action to cope with pressures put on scarce space by all kinds of economic, social and environmental interests. They also have to deal with demands on land that come from national policies. To which extent should the public players cooperate in order to facilitate a regional policy process together with civilians and private actors? How does public-public cooperation relate to public-private collaboration? How can the regional actors arrive at even and sustainable regional development?

This paper deals with a major coordination problem within the field of regional governance: regional allocation and redistribution. Allocation and redistribution of regional functions is difficult because some developments are more profitable than others and municipalities are always looking for the most profitable. Furthermore, the costs and benefits of developments are often unevenly spread. Together the regional public players should strike out a regional strategy, with which the benefits for the overall region are optimized, the NIMBY developments are allocated and the costs of the developments are spread evenly. At this moment, this is a very tough planning problem as well on a metropolitan level of scale as on a wider regional scale. Is it possible to develop a system, which connects the weak and strong positions in a region?

This paper elaborates the discussion of this regional redistribution in the Netherlands in relation to the financial relations system in this country and the increasing emphasis on a more developmental instead of conservative planning system. It deals with the difficulties of regional redistribution, but also shows examples of innovative approaches with developmental companies, project envelopes and regional cooperation structures to deal with these difficulties on a regional level. In the United States, the system of transferable development rights is used to realize such a regional approach and we will draw lessons from the US-system of transferable development rights for the Dutch System. In our analysis we will take the differences of institutional structures of the US and the Dutch system into account. It is clear that the possibility of learning lessons from a different institutional context has its limits. We will show these limits on the basis of the cases studies we will describe.

Multilateral Learning between Seven
European Cities in Sustainable Urban Development

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In the years 2002 - 2004 seven European cities have teamed up (Birmingham, Genoa, Malmo, Oslo, Rotterdam, Sevilla, Vienna) to constitute a community of practice, supervised by Eurocities and funded by the European Commission, to exchange experiences in area based planning. Area based planning, based on the Dutch "ROM approach", involves a form of sustainable urban development in which stakeholders are brought together. After an interaction process in which they learn to come to terms with each other, the decided to strike a package deal in which they put their resources to a common use for the good of the whole area. Even though the official idea was developed by the Rotterdam partner, in the course of the various meeting the representatives from the seven cities had together, it appeared that all of them had something to contribute to the learning process, albeit often different lessons.

This paper focuses on the network of seven learning cities as a community of practice, in which the various participants together go through a multilateral learning process. In the course of time, terms are introduced to the debate and are weeded out, widely debated and then rejected, adopted into a wide-ranging usage and/or become common knowledge after some time. The authors have participated in many session of the multilateral learning project and have recorded the significant events, the change of terminology etc. They present their findings in a theoretical framework based on evolutionary theory of conceptual development. Evolutionary theory makes use of concepts such as variation, mutation and selection and is increasingly applied to the social and administrative sciences. So far, it has not been all that common to planning, but the authors believe it has a great potential.

By combining a "lineage line" of the use of concepts, called replicators, and a network of actors or participants debating and spreading these terms, called interactors or vehicles, the authors attempt to throw light on how interaction processes in communities of practices in which various people participate lead to a change of conceptual framework in a planning fields, and also lay bare the mechanisms through which this occurs.

Though the paper at hand is only of an exploratory nature, it leads to fascinating result in terms of an explantation as to what makes for "fitness of concepts". This depends heavily on who promotes and supports the ideas, how persistent they are in pushing them and continuity of presence.

The Vision of the City – the Soft Aspects of Urban Dynamics

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Cities, as well as smiles, are the same world over – people live in them with their thoughts. Many of these thoughts orient today´s cities toward a definition of what they want to achieve and why. Such visions usually become a leading motif for urban zoning plans. To obtain a financial support from the EU sources it is required, that the city has such an image of its future. Commonly accepted visions, strategies and SWOT analyses are thus new elements in the development of cities. On the other side, significant changes in the city result from actual local interests of those, in power positions. Thus is defining and communication of "abstract" vision of the future of any practical relevance? Since the middle of the last century there is for a solution of complex system problems available a strong tool – the system dynamics modeling. J.W.Forrester published his book "Urban Dynamics" already in 1969. Models, based upon his, investigate the dynamics of the city by means of accumulation of, housing and work opportunities. From their mutual interaction the model it is derived a set of appropriate long range growth policies. These models do not test processes of the urban vision origin and its communication, which means, the factor of strength of peoples´ thoughts is omitted. The influence of visions is, however, reflected in other, wider contexts – it is frequently quoted,

that the decline of vision causes the fall of all empires. In our present and local context visions are considered only on an abstract level – and those of a pragmatic orientation refuse them at all. The problem rests not only in the preference of the immediate over the long range thinking, abut also in the fact, that the complex world is, by definition, unpredictable. To create a model of a complex system (which the city surely is), means to create a system even more complicated than the reality itself, since an exact model would have to include all, including itself.

In order to understand the role of urban development vision origin and its subsequent communication, we have adjusted the original Forrester´s model to include the "soft" elements and have created several partial models. Our aim was to assess the efficiency of policies in processes of urban vision origin and its communication to the public. We have formulated the following problems and hypotheses:

1. The efficiency of policies. When there is a public problem to be solved, informed citizens make take one of the three attitudes: to get involved, to participate or to refuse it all together. Attitudes of citizens do change on basis of certain policies of politicians. The most frequently used policy is to recruit new participants which, however, is less effective than the policy to hold those, who are already active. The least effective policy is to make those who refuse consider public problems, to be open to them again.

2. Participating groups. Except for exceptions we talk about participating citizen. In reality, however, partners in participation are whole groups. For this reason we need rather a model, which will consider groups of individuals in an actual time and space.

3. Two roles in participation. Human culture consists of professional and private roles: as a citizen I may share the community vision (values), as an employee I may share a company vision. Each man thus acts in at least two groups and roles. Both company visions and community visions consist of different content, form and a given types of behavior.

4. Citizens competencies. An increase in better understanding and the attractivity of vision, usual in many Western cities and countries, will not be obtained, unless there is sufficient level of social and professional competencies of citizens (so called Mulîèek´s paradox).

5. The growth of competencies. An increase of social and professional competencies of citizens may be obtained by a change in processes, which take place in the actual reality. This change need not be very costly (the process of privatization of housing).

6. Methods of communication. The complexity of a system modeled may be better grasped by means of sharing an interesting story.

7. The delay in the increase of competencies. Between actually used mode of communication with citizens and the change of communication level there exists a delay. A vision of "beautiful city" will be reached more easily by investments into an increase of professional and social competencies of citizens, rather than a victory in an on going actual, local conflict (paradox of the new main railroad station).

8. Analogies with archetypes. In cases, when we are more interested in trends, instead of values of actual parameters, the systems´ archetypes or "molecule" may be used with advantage (self fulfilling prophecies, "lock in").

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Contested Governance Innovation: The case of Ørestad, Copenhagen

The Ørestad project in Copenhagen aims to transform a strategically located strip of land between the city centre and the airport to a mixed-use 3 million square meter area with offices, housing and facilities. The development is integrated with a major investment in new infrastructure in the form of an unmanned metro system. The development can be interpreted as part of a wider Øresund development strategy that tries to improve the competitive position of the Copenhagen-Malmø area. The new Øresund Bridge, connecting the two cities, is the most visible aspect of this policy, which also includes poli-

cies for labour market integration and taxation cohesion between the regions of Sjælland in Denmark and Skåne in Sweden.

We understand the Ørestad project as a major governance innovation, however very problematic from a participatory point of view. This is one of the main reasons for its contested status. The origin of the project lies in a close city-state relationship, which is formalized in an Act on Ørestad (1992). A joint-development corporation (Ørestadsselskabet) was set up to design a masterplan for the area, to build the necessary new infrastructure and to develop the parcels in a development period of approximately 30 years. The main rationale behind the concept of a development corporation was that profits from the development of this greenfield area could be used to cover a larger part of a large infrastructure investments in the form of a new metro. This system opened in 2002 and serves both Ørestad and the downtown area.

Now, more than ten years after the initial decision was made and almost five years after the first building activities, it is time for a first preliminary evaluation. Based on documentary research and in-depth interviewing with more than 25 people concerned with the project, we can conclude that the results have been mixed. The most sensitive aspect is the governance innovation of a state controlled development corporation. On the one hand it proved to be an effective tool to coordinate efforts between different layers of government and mobilise political support. Potentially it is a valuable (redistributive) tool that makes it possible to use profits on land development for public goods, like a metro. On the other hand however, its special legal status bypassed traditional mechanisms of deliberation and (strategic) planning. Its closed and focused nature neglected valuable input of public participation. The poor financial shape of the development corporation, due to economic problems with the metro system and a lack of demand for development parcels, resulted in a relatively weak position vis-à-vis public investors. Ambitions goals on spatial qualities were jeopardized to attracting investments.

Setting aside the idiosyncrasies of this specific case study, this paper will conclude that large-scale projects that try to combine investments in different uses are found in most major metropolitan areas. Debates on these projects are often polarised. Most critics point to the undemocratic, neo-corporatist forms of government that dominate planning and decision-making in these projects. Proponents are more interested in the opportunities these areas offer: they see promising conditions for new forms of urbanity in traditional non-urban places.

We conclude that governance innovations are necessary to capitalise on the opportunities large-scale projects offer. The Ørestad project is an interesting example of such a governance innovation. However, we question if the specific path followed in this case offers the most adequate framework to mobilise interests, creativity and support that can help to truly fulfil the opportunities the project offers. We will formulate some recommendations for improvement based on case study research on comparable projects. This research is part of a comparative PhD research project on large-scale urban projects in Europe.

Metropolitan Area-Functions and Management
(Some Remarks on Polish Urban Planning)

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The concepts of metropolis and metropolitan area, well known for a long time and in many countries functioning as the mainstays of space management, have not been incorporated into Polish spatial planning until a few yeas ago, when laws were enacted requiring plans to be made for areas comprising Poland's largest cities with their contiguous suburbs. This was aimed at harmonizing the development of all territorial units making up a metropolitan area and to enhance its competitiveness as a whole, a need particularly pressing after Poland's joining the European Union structures. Eight metropolitan areas have been designated and steps were taken to define procedures and

develop plans for these new elements of the spatial planning system. In this context debate was resumed on the metropolitan area as the subject of planning activities, its functions and ways of managing so as to attain the development plan targets.

The measures taken in Poland in the sphere of spatial planning are designed to integrate less developed metropolises, cities and regions into global production processes. This can be achieved through introduction of new or improvement of the existing institutional systems of managing metropolitan areas defined as spatially continuous urban settlement system, made up of discrete administrative units, comprising a large city or a compact urban area (central part of the system) and the contiguous urbanized zone functionally linked to the central place.

In order to achieve the metropolitan status (i.e. development of the functional structure adequate for integration of an urban region into a network of global ties), it is necessary to take appropriate measures in the sphere of management and create an efficient institutional structure. Metropolitan areas are becoming institutionalized spatial-organizational structures, assuming features specific to large economic regions. The character of this process may be more or less formalized, but the experience of many countries shows that central government intervention in the process of institutionalization of the management of highly urbanized areas is very important. This is due to rising external costs (which is inevitable in this process) as well as related social costs. Such symptoms have become apparent in Poland, where conflicts of interests and inadequate institutional arrangements obstruct efficient management of urbanized regions. Conflicts of interests occur mainly within the sphere of real influence of the central place, where local government units compete most intensely.

The metropolitan area by its very nature attracts the attention and concentrates the activities of many institutions – hence effective management of the whole area affords more chances of enhancing the competitiveness of a region, attracting capital and speeding up growth. Institutional chaos, on the other hand, and conflicting interests of local authorities may result in the wasting of the growth potential.

Modern concepts of metropolitan areas management are based on the idea of governance and various forms of corporate management, found in the private sector.

Managing urban regions requires partnership and cooperation between many public and private organizations, which calls for the establishment of new institutional forms based on mutual trust between the partners. Governance-type arrangements make it possible to reduce the costs and enhances the efficiency of the functioning of the territorial organization system; collective and individual needs can be satisfied at lower costs, and the metropolitan region gains sources of lasting competitive advantage.

In developing modern organizational systems for the purposes of metropolitan regions management in Poland a number of factors should be taken into account deriving from both theoretical considerations and practical experience of other countries. The main instruments of integrated metropolitan policy (providing a basis for coordination of the development and management of a region through methods and techniques characteristic of "new public governance") are primarily the planning instruments. Owing to well understood governance and appropriate planning procedures it is possible to identify local conflicts, coordinate actions within the entire metropolitan area, formulate common goals and related local strategies of spatial, economic and social development. However, planning at the metropolitan level must meet a number of criteria, such as democratic procedures, participation, willingness to compromise, reliability, transparency, fairness, efficiency, openness to changes and flexibility.

One of major instruments for pursuing the targets set in plans of spatial development of a metropolitan region should be metropolitan land policy, including, among others, establishment of a bank of land for investment purposes and development of new areas for housing and services.

Management of metropolitan areas in Poland should be based on long-term spatial development plans, which points to the need for forecasting development processes, anticipating problems involved in urbanization and operating within flexibly delimited

boundaries of a metropolitan region. The institutional structure and management instruments should derive from a plan, and not vice versa.

Policy Networks as a Substitute for Regional Governmental Land Use Authority

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Land use authority in the United States of America is vested with the fifty individual State governments. California State government vests the authority for land use with its fifty-eight Counties and four hundred fifty-two municipal governments. Each government is responsible for the planning of land use and all attendant infrastructure within its boundaries. In large municipal areas such as San Francisco and Los Angeles dozens of government units including multiple counties and cities have formally banded together to collaborate on regional plans which attempt to maximize benefit for all parties. Such areas have intensive urban land use, extremely high property values and a long history of being forced to cooperate because of close spatial proximity and resource competition.

California's rural areas retain a higher degree of county and municipal autonomy than their urban counterparts. Collaboration rarely exceeds the extent of one county and usually involves fewer than six municipalities in California's rural areas. The dynamics of coastal property value and overall population increases will put tremendous pressure on California's eight county rural San Joaquin Valley (55,100 km2) over the next. The population of the region is expected to double by 2050 to over six million persons. This rapid rate of growth will make it very difficult for the slow process of evolving collaborative regional planning arrangements to succeed.

Unfortunately, the fragmented nature of California planning authority creates barriers to coordinated planning and project implementation. Each actor in a fragmented system faces different incentives and uses different decision processes and evaluation criteria. There are few incentives for individual actors to communicate with others, or consider how their own decisions create benefits and costs for the other actors in the system. Thus, mutually beneficial policies are likely to be undersupplied, while policies with regional costs are likely to be overproduced. In the absence of intervention it is expected that counties and municipalities will compete aggressively rather than band together to seek regional optimization of planning outcomes and that any formal institutional arrangements will only form after planning and development has exceeded regional capacity.

A possible "shortcut" to establishing formal institutional arrangements is suggested by the work network scientists such as Albert-Laszlo Barabasi, Grande, Peschke, Helco and others. Policy networks are informal relationships between various regional actors which can be established through communication, working on joint projects, or any kind of other shared activity. Policy networks help establish the information and resource sharing basis necessary to improve joint outcomes for affected agencies, local governments, and other relevant stakeholders.

We have developed a method for discerning overlapping membership of planning elites in civic, charitable, business and governmental institutions. Our methods involve the use of the internet, database manipulation and the use of UCInet software to capture and describe land use planning networks. We have conducted a pilot study of the San Joaquin Valley region using this method. In this process we have tracked the affiliations of 700 planning elites selected from the organizations most associated with planning actions. Collectively these individuals have been found to belong to at least three-hundred institutions. There are over five-hundred cases where individuals have overlapping memberships with other individuals in more than one institution. Ten institutions appear to be highly connected by their members to many other institutions and five to ten individuals serve as central hubs spanning institutional clusters. We have exposed our results to review by regional experts on political associations and have received signifi-

cant positive feedback regarding the face validity of our network diagrams. We propose to present our methodology and rationale along with our preliminary study of the face validity of the network we have described.

Further research currently underway includes using the method developed here along with more traditional survey research methods to study four historically successful regional collaborative land use planning initiatives in California in order to discern network characteristics such as network density, individual actor location, centrality and competition for centrality that might be associated with success. Some results from this second study will be available for the conference in July 2005. Our final work stemming from both of the preceding studies will involve using the network we have described for the San Joaquin Valley to begin two collaborative processes. The first will be the collaborative development of a joint regional GIS land use, natural resource and infrastructure GIS. The second, operating concurrently, will be collaborative planning for a comprehensive improvement of the 450km highway that transects the entire region. Measures of success for this enterprise are uncertain and we hope to engage the broader academic community in a discussion of possible research alternatives.

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National Forestry Programmes – Do They Contribute to a Stronger European Forestry Planning and Management Framework?

Forestry has played a decisive role in the evolution of Europe and each of the countries that currently belongs to the European Union or expects to join over the near future. The scale and scope of the forestry throughout these countries has varied over the centuries and has been instrumental in either initiating change or a driving policy of the governments when the state of the forests has not been perceived to meet the national interests. The approach to managing forests on the national level has varied tremendously, depending not only the distribution of property rights of the country, the demands placed on the forests, the scale and scope of the governance in place, the desire to effectively manage the forests and the financial and staffing resources to implement planning and management. The legacy of these earlier attempts (or lack thereof) in national forest management are very much evident today with the scale, scope and state of health of the forests.

A number of countries across Europe are involved in National Forestry Programmes. These programmes are in various states of progress and range from fairly general in nature to quite comprehensive in scale and scope. The importance of the National Forestry Programme being developed also varies from country to country, with the importance of the National Forest Programme development influenced by the historical and current roles of forestry in the evolution of the social and economic history of the country as well as the ecological state of the nation's forests,

This paper will review the driving factors behind the effort to develop National Forest Programmes across Europe and will assess the scale, scope and nature of the programmes to date, what they hope to accomplish and what is the likely timetable. The paper will draw from earlier COST projects, conferences and papers and also the recently funded GoFOR project that explicitly addresses the sustainable management of Europe's forests. This review will serve as the basis for then assessing what roles the developing National Forestry Programmes may or may not play in European planning as a whole. Will the impacts of forestry planning make a significant impact on the social, economic and environmental agendas of the EU or will the National Forest Programmes take on a very secondary role in European Union Planning? The one thing that we can be certain of, is that the forests in Europe continue to grow both in size and standing timber, and there are increasing demands made on them for various functions and roles, and the challenge we face is how best to steward them over the long-term in the rapidly evolving European context of today.

Enabling the Emergence of Metropolitan Strategic Planning Through Network Development. The French Experiments (2004-2005)

The French government (Delegation with the Regional planning – DATAR) launched in June 2004 a call to strategic project intended for the great French regional agglomerations (except Paris area). This one was entitled: "Pour un rayonnement européen des métropoles françaises – Appel à coopération métropolitaine". Which was the nature of this central policy? To propose to the urban areas to formulate strategic projects, so that they could be organized in a coherent way, vis-à-vis competition of the European cities. The contents of these strategic projects were defined in a very open way by the central authorities: assistance with the setting in network of the inter-commune structures, participation of the civil society, development of territorial engineering, development and exchange of knowledge resources, etc... Only one point was fundamental: it was a question of working out a strategy and not a program of equipment. Each "metropolis" thus had the care to define what was most relevant from the point of view of its international development. The development of these strategic projects supposed the development of relations of co-operation between inter-communes institutional networks on an urban area scale. To act on a "metropolitan" scale is a challenge for the communes and the communities because of the fractionation of the political agendas. The act coherently at city region scale is an innovation for all the metropolises, even in those which have old experience of inter-commune operation (Lille, Lyon). These inter-commune networks have thus, in general, difficulties to cooperate. The inter-commune institutional networks had until December 15, 2004 to propose a project, or a declaration of intent. On the fifteen urban areas aiming by the invitation to tender, 12 answered on December 15th and 7 deposited a declaration of intent. With which territorial stakes does correspond this territorial institutional mobilization on a metropolis scale? Which are the forces which make it possible to include/understand this fast evolution? Which was the nature of the strategic projects which emerged? The nature of the answers is all the more interesting to study in this context of a very complex political and administrative territorial French organisation, with at least five sub regional levels. It generally constitutes a slow down for the development and the implementation of territorial policies, integrated at the "good" scale, as regards organization of space, of assistance to the structuring of economic competitiveness and of development of the attractivity. One of the first questions put to the local actors was that of the definition of the limits of the "metropolis". What does one call a "metropolis"? The approach is different in Lyon, Rennes, Lille, Marseilles-Aix or Grenoble. The adoption of a common vision of the development of the "metropolitan" territory was also an institutional challenge whose characteristics will be analysed. Finally which balance was found between the requirements of competitiveness and attractivity?

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Case-Studying Social Innovation in Local Goverance across Europe: Lessons from SINGOCOM

This paper presents a multi-dimensional approach to the study of social innovation in urban and neighbourhood governance in 6 European countries. To this purpose it works in 3 steps:
– It explains how ALMOLIN, a heuristic model of alternative local innovation, was built using elements from social economy, urban sociology, political sociology and arts literature;
– It presents the empirical methodology of the study as well as the case-studies. The methodology is comparative and holistic in the sense that it examines various cases within their historical and institutional context, by use of a shared framework of themes, thus allowing for contextualised comparison between the various experiences. Cases are

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drawn from neighbourhoods in 9 large European cities.

– It compares various dimensions of social innovation among the case-studies and offers a first analysis of factors of social innovation at the local level which are relevant for urban policy analysis today.

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Public Participation in the Planning Process: Learning from the Grassroots

Public participation and the role that citizens should play in the spatial planning decision making process has been a heavily researched field of interest in the field of planning academia, yet remains a deeply contested and highly complicated practical pursuit. This is despite the fact that some degree of public opinion input in the form of meaningful public consultation is viewed as critical to responsive and effective governance. Furthermore, to date, the academic literature has tended to concentrate on theorising and discussing those participatory procedures formulated and managed by Government/State actors; those who are perceived to hold positions of power or to be within "the system". This research shall investigate public involvement in the planning system (and other functions of the state) from an alternative perspective; namely participatory activities that stem or gain momentum from members of the public themselves. The research was stimulated by a study by this author into the role and effect that a single-issue pressure group played in an English Planning Inspectorate inquiry into the location of a large transport facility. This research concluded that groups of motivated individuals can become vocal representatives for a community, and may become an influential stakeholder in the planning process. It became apparent that more detailed research should be conducted into such organisations and their activities. The research and analytical framework for the current project has been based on a variety of litera-

tures, including social movements, democratic theory and citizenship. Research questions will centre on the motivations behind a groups involvement, how they attempt to gain influence and pursue their aspirations, and the role they have to play in the negotiation and governance of a given territory. Ultimately, it is hoped the research will help planners and those in power who are responsible for taking spatial planning decisions to understand where their activities and the needs and wishes of those they proclaim to serve diverge, and the role that empowered groups have and potentially could have in the planning decision-making process. This paper and presentation shall be a "research in progress", providing an overview of the literatures that have provided the background to the study, will illustrate the main themes and elements investigated, and shall also briefly outline the research methodology and techniques utilised in an attempt to address the research questions. Furthermore, I hope to critically reflect upon the research process more generally, sharing my own experiences with fellow researchers and learning from the experiences and expertise of others familiar with this field of inquiry.

**Territorial Coalitions and Spatial Planning:
Lessons from North-western Portugal**

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This paper deals with the general problems faced in the planning of complex urban territories associated to the phenomenon of diffuse urbanization, in which there are processes of territorial transformation that involve an extensive area and large number of independent municipalities. These inter-municipal urban agglomerations present characteristics of high territorial and institutional fragmentation that obstruct the definition of integrated development policies and their coordination. The paper aims to discuss these problems within the Portuguese context, more specifically by analyzing the difficulties associated with the construction of "territorial coalitions" that are capable of promoting public policies with transversal and strategic effects.

The debate that has been developed on the processes of promoting and coordinating integrated spatial policies, in a context of high territorial and institutional fragmentation, is an important term of reference. Several authors have highlighted the importance of models of inter-municipal cooperation grounded on mobilizing social resources around territorial policies of a strategic nature (Freund, 2003; Gualini, 2003; Jouve e Lefèvre, 1997). The debate regarding the Italian experience in "territorial pacts" also underlines the importance of establishing transversal networks of inter-institutional cooperation in pursuing joint development goals within a given territory (Salone 1999; Gualini, 2004).

The study focuses on the urban region of North-Western Portugal – a territory with about 3.6 million inhabitants and an area of 70.000 Km2, whose model of occupation is characterized by high dispersion and where local administrative competences are distributed throughout 65 municipalities.

The first part of this paper frames the problem of the poor capacity shown by the different municipalities to mobilize efforts around common strategies. The following aspects are highlighted: the high physical and institutional fragmentation verified within the area; the existing problems in establishing relations of trust and solidarity between the region's different social agents; the role of the urban policy and planning instruments in force, underlining their poor strategic content and the lack of spatial coordination of territorial policies; the fact that in Portugal a majority of the decisions (and actions) with strategic and transversal effects are the responsibility of central administration.

In the case of North-Western Portugal, experiences related to pursuing territorial development strategies that are shared by several municipalities have been few and far between.

For this reason, the second part of the paper is particularly centred on two isolated experiences in "territorial coalition" that were developed in the region in study. This is

the case of the "OID – Operação Integrada de Desenvolvimento" (Integrated Development Operation) covering the municipalities of the Vale do Ave, and the PRO-SIURB programme which supported the consolidation of two local urban networks, comprising neighbouring urban agglomerations and involving the respective municipalities. Both experiences were based on the definition of a joint development strategy for all the municipalities (or the agglomerations involved) and the mobilization of local social resources. Through these experiences, we intend to evaluate the trust relations that were established among the local agents and analyze to what extent these relations comprised a central factor in implementing the initiatives mentioned. Furthermore, we also aim to evaluate their contribution to boosting relational competences among the different territorial agents at local level, especially the municipalities.

Finally, we conclude by analyzing the relevance of these programmes as learning instruments, capable of encouraging a cooperative culture that can survive the experiences themselves, and contributing to the construction of new "territorial coalitions" in the region.

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**Contextualisation – An Approach to
Improve Participation in Urban Planning Processes**

Whenever we talk about participation we have to clearify who shall participate on what? As an easy answer we can say: those shall take part in a decision-making-process who are not at the same time the decision-makers in the social setting. With this answer we can differentiate then in which way they take part in this process as there are for example: giving information and hints to the decision makers, influencing the public debate, being part of the bargaining process or using other external resources to influence the decision.

If we take a closer look to the decision-making-process itself we get another question which isn't as easy to answer. What is a decision-making process about? For a first answer we could say – the result of this process is a decision which prefers someones interests and disregards other interests.

If we connect both answers – about participation and the decision-making-process – we can say, participation is successful the more interests have influenced the result. In such a view participation is about stimulate citizens to get aware of their interests, to address their interests to the decision makers and to get influence in the process of preferring or disregarding interests.

With the concept of contextualisation we have a better chance to improve these three steps of forming interests. The concept therefore uses simple and practical techniques like connecting actors which haven't been connected so far, increasing the density of discourse and forming a stable group of participants.

The concept of contextualisation is inspired by the works of Jürgen Habermas and his theory about discourse, by Niklas Luhman and his systemic approach, which differenti-

ates between system and environment, and by Helmut Willke and his systems theory of developed societies.

The concept of contextualisation has been used so far in different settings, but it is rarely applied very explicitly. In my PhD I have attempted to apply this concept to urban planning processes, with a particular focus on strengthening participation activities. This concept has not just theoretical value. It is also practical and it can be useful in settings where you need to mobilize more actors, ideas and momentum for problem-solving.

As practical experiences do show urban planning processes especially if actual projects are on the agenda do not fit to people's needs. Contextualisation therefore is a mild instrument to improve the visibility of the interests of the public. This may help the decision makers both in actual urban planning situations and in shaping their agendas to reflect the people's needs.

Urban Renewal and the Lessons of the Past.
The Integrated Strategy and District Based Approach in a Historical Perspective

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Due to the high density and variety of organizational policy networks involved, urban renewal requires a complex decision making process. The complexity of the process resides in its inherent uncertainty and dynamics and therefore its unpredictability, and in the interrelatedness of the interventions. In this context, a shift in responsibility has taken place in the Netherlands as a result of which urban renewal is no longer determined by national government, but by local planning authorities in conjunction with public and private players. This corresponds to a situation in which the role of the public sector is becoming increasingly characterized by the notion of governance.

Important considerations to give more power to the local governments has to do with making policy more effective and to improve the participation of citizens in the decision making process. So the local government has become more possibilities in the policy domains who are important for the quality of life of the citizens: housing, care, social affairs, education, welfare, sports, etc.

In this paper we illustrate this complex decision making process in disadvantaged urban areas by empirical evidence. This process can be characterized as an ever-going struggle to tackle the uncertainty and unpredictability. New strategies are developed; for instance how to involve citizens? But these policy ambitions and strategies are not new; they were challenges of earlier policy offensives to improve urban districts. What can we learn of the past?

We start our analyse in the sixties. A time of social action in the big cities. New coalitions were formed between citizens and local authorities. The planning ideology was: "building for the neighbourhood". The organisation of the decision making process was completely new and in the first years of the process the old neighbourhoods were "laboratories" for direct democracy. After the times of experiences a stable organisation was found and was successful in reaching its targets. For 20 years most of the Dutch big cities are renewed by this type of policy offensive.

New concepts of urban renewal were introduced in the nineties: vital cities in a international perspective. The project organisations in the old neighbourhoods were no longer up to date to make this policy dream come true. In the policy coalition of these days new actors were found: the local authorities and citizens had to play other roles. After a period of incubation new organisations of public private partnership were found to make cities more healthy.

For both strategies we can mention by our historical overview the fail and successful aspects of these process architecture.

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Power, Home and Citizen Participation in Finnish Land-Use Planning

The Finnish Land Use and Building Act of 2000 aims at strengthening citizen participation in questions related to their everyday living environment. The outcomes of the Law are still less than satisfactory. The much needed change in the planning culture seems to be taking place slowly.

Problems of participation can largely be tracked down to the workings of power. Power is closely related to knowledge, and problems in participation are often problems of valuation of different kinds of knowledge. Traditionally, the modern planning system values knowledge related to visible and measurable objects, and also, especially when it comes to architects, the ideas and visions of the planner. The knowledge based on place-related, often emotional experiences of the citizens is left in the shadow of the expert knowledge. In practice, the citizen participants are often expected to know the planning system and the planning language. This imbalance of appreciation of knowledge and knowledge-related language hinders full participation.

The aim of the study is to analyse the workings of power in the planning system to find reasons why there are still problems in citizen participation. The method applied is discourse analysis. The analysis is run within the typological frame of three types of powers by John Allen. According the typology, power is seen as
– possession; centralized
– ability to mobilize resources; networked
– practice; omnipresent

Even thought the different types of power are based on ideas of different scholars and on different ontological backgrounds, the typology can be used pragmatically to widen the ideas and understandings about the workings of power. I use the concept of home as an instrument that sheds light on the knowledge- and power-related imbalances between planners and citizen participants. It is an example of a spatial issue important in the everyday life, it consists of many kinds of knowledge, is affected by planning and is easy to talk about; talking about home does not require any special language or expertise, unlike talking about planning is considered to require. I studied the residents' ideas of home by running a survey and in-depth interviews in four study areas in Finland. The "home-language" differs from the planning language, but the knowledge has much in common with conventional planning knowledge. On top of that, it also tells about the dwellers' emotional experiences related to place and place attachment.

Some preliminary results of the ongoing study are presented as examples of the workings of power as obstacles for participation. Firstly, I argue that some details of the Land Use and Building Act may impede rather than improve participation. Secondly, based on an analysis of recent Finnish studies on participation, I show how some practices of the planners are not truly participative. Thirdly, I show how the citizen participants' own ideas and behaviour can hamper participation. All along the way, I use the concept of home in visualizing the imbalanced power relations in planning and I show how it can be used for finding knowledge/language gaps between planners and laypersons.

Finally, I present some ideas of how unconventional knowledge can be used to improve participation.

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Opportunity-led Planning Experience of Municipal Governments in the Case of Large-scale Commercial Property Development: Budapest, Istanbul, and Warsaw in Focus

Municipal governments shifted to governance systems in the course of the internationalization and neo-liberal transformation processes; in so doing, they became financially and administratively more independent. Moreover, the spatial control mechanisms became more flexible, or opportunity-led. The concept of opportunity-led planning reflects the shift in planning regimes from controlling urban development to enabling

piecemeal development that notably brings financial benefits to municipal governments. The objective of urban planning changed from preparing comprehensive planning models to promoting individual projects. Municipal government has become one of many actors in governance, working alongside private developers and investors. Within this environment, negotiations between private and public parties have become important for urban development. Opportunity-led planning leads to fragmentation in cities. Particular types of spatial development became common: scattered large-scale projects along axes or around concentration zones.

In Budapest, Istanbul and Warsaw considerable amount of large-scale commercial complexes were developed throughout 1990s due to the project-led characteristics of the urban development. These projects require a rapid reaction from municipal governments for obtaining permits, and making zoning plan alterations. As soon as the process started, developers begin to negotiate with municipal governments on the particular requirements of the projects. Especially in the cities at the periphery of the advanced capitalism, municipal governments comprehend these complexes as important image-making and capital-generating projects for the city. Although the need for a regulatory change in planning became inevitable, municipal (and central governments) failed to re-formulate the planning systems for a more comprehensive model. In the cities at the periphery (as Budapest, Istanbul, and Warsaw examples demonstrate), municipal governments failed to develop strategies to cope with the new demand especially at the beginning of 1990s. Lack of coordination at the metropolitan level caused widespread use of partial planning formulas. Despite some attempts, changes in planning regime could not catch up with rapid developments in urban areas: Large-scale commercial complexes rapidly dominated the urban landscapes of the cities especially in the central urban areas.

How do planning institutions change, shift and (re)regulate in the opportunity-led market conditions and how do municipal organizations cope with these projects? The broad aim of this paper is to discuss the neo-liberal transformation and its consequences for urban systems at the periphery of advanced capitalism, in the cases of Budapest, Istanbul, and Warsaw. Experiences of these cities show that both private and public parties benefited from large-scale commercial property development. With selected case-study projects, the paper intends to display how planning practices gradually became more relaxed and flexible (or opportunity-led), creating opportunities in the property market for the private sector actors in these cities.

Towards a New Urban Agenda for Greater Europe:
Enhancing the Competitiveness of Cities in Latvia

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At the beginning of the 21st century, the cities in Latvia offer significant opportunities for growth, economic prosperity, and improvement in the wellbeing of urban residents. Urban reforms are also important facilitators of sustained economic and social development as well as more democratic governance. Post-socialist cities in Latvia have gained political influence since the recent political and fiscal decentralization shifted power and responsibilities to local governments. In this context, local government policies affecting urban areas – planning, housing, transportation, and the delivery of urban services – have major ramifications for the efficient operation of businesses and the social wellbeing of households.

Initial observations of urban environments in post-socialist Latvian cities suggest that societal changes in politics, administration, new technologies, communication, and information have a synergetic effect in transforming urban economies and communities. In particular, the social transformation has triggered turbulence and controversy in urban management and planning. A long and rich urban history in Latvia has produced cities with a well-developed urban structure, vital and vibrant commercial core, and high density peripheral housing estates. While socialist planning may not have been very effective

in controlling population growth, curtailing housing shortages, or achieving equal regional living conditions, it did establish socially mixed communities.

Undoubtedly, the changing urban spatial patterns of Latvian cities build on the legacy of socialist planning, but are also the products of change in the overall political, governance, and socio-economic context. Recent experience indicates that inequalities in and among cities have become more prominent, creating uneven economic and social landscape. Income differences and, in particular, the low levels of urban poverty, are evident across the major cities in Latvia and have been sustained over time. Given the extensive devolution of social, economic, and environmental responsibilities to the local level and the lack of coherent urban strategies, these differences and inequalities might be expected to increase in the future. Further, urban planning needs to respond to a dynamic environment. The privatization of urban land and housing and private actions in urban development, among other factors, have introduced entirely new considerations for local planners and have set the stage for further urban inequalities. Private investment is targeting the high end of the housing market and commercial property developments with a high return. This adjustment to the new context will lead to the selective redevelopment of economically attractive areas and gentrification across Latvian cities. In addition, the changes in governance that will continue to exert a direct influence on urban development and planning in the future are associated with the opening of the urban development process to a wider range of participants. Private investors, citizens, property owners, special interest groups, businesses, non-profit organizations, service providers and local government bureaucracies are the new decision-makers. This complicated network of professionals and interest groups in urban management still lacks the capacity to plan, monitor, and implement urban policies adequately.

These shortcomings will erode the competitiveness of Latvian cities and their ability to establish a framework for urban management based on the systematic evaluation of local trends and priorities and able to maintain its independence of political shifts in local governments. The paper concentrates on the important policies and challenges that affect Latvia's cities. It demonstrates that the fragmentation of governance combined with fiscal stress has further eroded the ability of urban local governments to address urban issues in a coherent manner. Finally, it argues that the practical implementation of Sustainable Urban Development in the European Union: A Framework for Action implies a renewed emphasis on sustainable cities in Latvia.

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Participation and New Governance Effects of the EU SEA Directive

The European Directive on environmental assessment of certain plans and programmes (the SEA Directive – 2001/42/EC) has a number of challenging implications for governance structures. As part and parcel of its rhetorical concern for promoting sustainable development, the Directive places great emphasis on transparent and participatory decision-making, as set out in the Directive's article on consultation. For most of the new EU member and candidate states, involving the public in decision-making processes means new governance system and adoption of the Directive challenges their existing governance systems.

Previous studies have shown that harmonising with the EU policies requires fundamental changes to the pre-existing decision-making systems and transferred policies frequently fail to produce their desired effects at the implementation stage in these countries. As domestic adaptation to European decision-making or governance style in the environmental area is also subject to considerable difficulties and resistance, it is essential to understand those factors which may be blocking or facilitating the introduction of new governance arrangements implied by EU legislation.

In this study, the EU SEA Directive's transfer to Turkey is chosen as an empirical case to investigate the extent to which EU policy has encouraged the adoption of a new stance

towards public participation and new governance arrangements. Turkey is an applicant country with a very different political and institutional culture to the older EU member states – and notably different from those regarded as "leaders" in the environmental sphere – making SEA a challenging environmental policy for national institutional context. Within the traditional policy-making styles and administrative structures in Turkey differ, the public is not routinely consulted during preparation and adoption of the strategic proposals. The analysis of governance system in Turkey is needed for better understanding the factors behind the adoption of new governance arrangements.

At the core of this analysis there are two pilot projects which have been conducted in Turkey to assist in the implementation of the EU's SEA procedure. One project has been applied on a landuse revision plan in Canakkale, the other has been applied on a tourism development plan in Antalya. These pilots were intended to generate useful policy learning to assist in developing the institutional and legal infrastructure for the implementation of the EU SEA Directive. These projects are examined here to provide empirical insights into the extent to which public participation and new governance can be effective, and thereby, to help understand the mediating institutions and actors affecting the degree of compliance with what the EU SEA Directive implies.

Deliberative Forums in New Governance Contexts

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The environmental management of resources has become a must to a growing number of specialists. An increasing amount of legal framework stimulates it, like the Aahrus Convention and the Water Framework Directive. This directive encourages the involvement of the civil society as a way to assure long term sustainability. The basic idea is that to achieve sustainability it is necessary an effective, active and responsible citizenship of all.

From the literature, it is obvious that the exercising of citizenship and the level of participation are strongly connected. It is also recognized that there is a generalized dissatisfaction about institutions not operating satisfactorily though the goods of democracy (Carter et al, 2002). In fact, the role played by participation and its contribution to the decision making process is unclear (Day, 1997). Moreover, the literature suggests that the scientific model is inadequate in these cases, because it offers rules to solve problems but not to define problems, what is at stake in the decision making process (Innes, 1990; Dryzek, 2000).

The claims to adopt this new posture – expanded involvement of the citizen – are justified by the need to involve the users in the decision making process to assure that the proposed policies respond more adequately to the needs, account for the different types of knowledge and assure an efficient and effective implementation.

However, part of the specialists assumes that participation is only a vehicle of information, and therefore, meetings should have a passive format, without deliberation and with a low interactive component. These meetings target to inform, rather to jointly build decisions.

Since, according to part of the literature of socio-political sciences, the reality is socially constructed (Berger and Luckmann, 1967) and the socially constructed knowledge is more influential in the decision process (Innes, 2000, Healey, 1997), new formats of participation should be sought. These new formats, while providing the opportunity to generate social, intellectual and political capital (Innes et al, 1994; Gruber, 1994) allow for the adjustment of the participants perspective, often generating innovative solutions. In this paper the author defends that participation should be carefully prepared with appropriate methodologies assuring interactive processes and effective deliberation. Reasons and situations where the use of these methodologies is justified are considered, as well as, methodological aspects that should be taken into attention and the value-added contributions that can result.

The main objective is to increase the awareness of specialists who work in environmental management to the requirements for the development of participatory methodologies, identifying key aspects to be considered to attain the expected added value.

For illustrating the analysis, the author resorts to case studies from the experience she has in structuring, conducting and facilitating participatory processes in environmental management. The literature and interviews conducted to water management specialists will also be used to highlight and discuss key aspects to be considered in these contexts.

It is concluded that, in the present information society, environmental management requires a new posture from the specialist by assuring adequate spaces and levels of participation in situations where it is justified. While establishing these forums of participation, the specialist is promoting an interaction and creating synergies for the crossing of different types of information and knowledge which, in more traditional contexts, would not have an opportunity of being exposed, debated and integrated in the decision making process, often generating unsolvable controversies.

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Urban Governance in the Unplanned City

The paper explores the planning and local governance of Houston, the archetype laissez-faire city in the U.S.. The research examines the complexity of Houston's minimal government rhetoric, which in practice involves extensive federal, state, and local government involvement in economic development while maintaining a disinterest in social service and income maintenance programs. In fact, with a population of over 1.9 million people and an area of over 620 square miles, Houston is the fourth largest city in the U.S. and the largest city in North America without zoning or a plan. While a number of attempts were made to pass a comprehensive plan and zoning in Houston, including an attempt in the early 1990s, all have failed, being branded as basic violations of private property and personal liberty. The City Council turned down zoning in 1929 and 1938, while Houston voters rejected zoning ordinances in 1948 and 1962. Zoning critics mounted effective campaigns to derail the introduction of any public controlled process of urban development, particularly evident in the 1948 and 1962 referenda, successfully claim-

ing that zoning was "inherently corrupt", "unfair", and "un-American". The work will show that despite the minimal government involvement rhetoric, public intervention has played an important role in shaping the development of the City. Houston's political and economic leaders do not consider public involvement itself to be inappropriate, but rather, it is a specific type of public intervention that is unwanted, social service programs specifically. Local public policy in Houston is thus much more complex than one that is simply shaped by a laissez faire philosophy. More specifically, local public policy has been characterized by active discrimination against social welfare while at the same time as actively pursuing public intervention in economic development.

The analysis illustrates that Houston's local governance has historically been based on a management approach that actively attempts to minimize costs for potential investors to locate in the City, through government intervention, while at the same time as generating an unattractive urban environment for the socially marginalized. Thus, despite the local laissez-faire rhetoric, government intervention in Houston's growth has been vital and has produced the extra-ordinary impacts usually expected from public involvement in local economic development. Houston's local governance strategy are both predicted and advocated by the public choice approach, a theoretical framework whose emphasis on inter-municipal competition advances management tactics based on maintaining low taxes and low expenditures on public welfare. The research also shows, however, that Houston is unique, when compared to other successful U.S. cities in following such an extreme management strategy.

The Space-Water-Adjustment Management Principle (SWAMP) in Riverbeds and it's Governance Pitfalls

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Water management and water protection are on a turning point. This paper describes the general objective of new integrative water management strategies in the Netherlands, but it also shows that the some of its' new principles are not easily applied in practice. First, the article focuses upon the integrative management of aquatic management and spatial development. Water is proclaimed as an ordering element. The Space-Water-Adjustment Management Principle ("SWAMP") emphasizes the mutual adjustments in policy that must be made, from water policy as well as spatial development perspectives. Officially, the new line advocates water-as-ordering, but this is partly rhetoric as actual spatial developments still follow lines of economic and social priorities as executed by institutional power.

A main line in the new water management style is the directive of "Room for the river". This was originally an ad hoc reaction on unexpected floods, but it grew into an application of the river basin approach with an emphasis on its spatial consequences. The three case studies presented here illustrate the emergence of new principles and governance issues that are linked to modern water management. The first case is history from the 1970s and 80s and it described the stranded collaborative planning outcomes of the reinforcement of river dikes. After near catastrophes in the 1990's these dike enhancements were carried out more roughly, in a hurry and at larger cost. Nevertheless, these floods were the turning point towards the proclamation of the SWAMP. Two recent case studies are presented which reveal the trouble with implementing such a new paradigm. The second case is the development of a new housing district near the small town of Roermond. It is sited in the winterbed of the River Meuse, which runs fully counter to the new water policy. The third case analyses the conflict about a large new sand excavation, also at the Meuse-river. This excavation was also highly controversial and again it was advocated while neglecting the principles of the new space-water policy.

The base line is that current water management cannot be sustained and has to be transformed into sustainable water management. From that perspective, the principles

of risk assessment that go beyond the technocratic risk calculation approach are relevant (Slovic, 1999). Hence, all characteristics of the Space-Water-Adjustment Management Principle are formulated as governance principles. In all analysed cases these governance issues have been extremely relevant, and evidently, they conflicted with centralisation tendencies in spatial planning institutions, as sustainable policy objectives often suffer from national overall regulatory tendencies that cause weak institutional capacity for environmental policy making (Hovik & Reitan). Among the actors that are locked within institutional patterns that are hard to break out, governmental agencies and authorities walk in front. It is particularly the interaction effect of technocracy and hierarchic planning that is unfavourable for implementation of the governance characteristics of the SWAMP. This interaction evolves from the combination of the institutionalisation of technical perspectives in water management and tendency to reinforce formal top-down competencies in spatial planning (Wolsink, 2003). In practice spatial planning and land use decisions, show a centralisation tendency that is not in line with the proclaimed prevalence of local identity, resilience, and of open decentralised and deliberative governance in the SWAMP-based integrated river basin management. For improving the sustainability of aquatic systems, it is necessary that water management moves away from centralized governmental approaches. This is a very complicated matter, because in spatial development policy alone many so-called "interactive governance" initiatives hamper because there are missing institutional links between new interactive processes and formal decision making. The cases in the highly sophisticated, fully technology based water management system of the Netherlands show that the implementation of principles of modernized risk assessment and risk management need the enhancement of influence of regional and local actors. The links that exists between risk perception and mitigation, and between vulnerability and adaptation through local coping practices cannot be neglected (Bankoff, 2001).

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An Exploration into Capacities for Entrepreneurial Strategic Spatial Planning – the Case of Setting Up a Regional Urbanisation Strategy in South-Holland

Regional planning currently is in a position of fundamental change and renewal. Conventionally, efforts by planners to establish some kind of regional plan have been predominantly oriented towards a regulatory planning style: mutual reviewing of policy documents, the interchange of technical knowledge, the establishment of new legal instruments, and the imposition of norms and standards. More recently, however, a more entrepreneurial planning style has materialised. This style emphasises the need for strategic capacities to "frame mindsets", "to organise attention", and to transform restrictions into opportunities.

Based on a literature review and interviews with key actors, the paper raises some questions as to how efforts by the Dutch province of South-Holland to drawing up a comprehensive urbanisation strategy match international insights about an entrepreneurial strategic planning style. Following Healey et al., this style is understood to include a notion of providing regions with "institutional capacity" and social, intellectual, and politi-

cal capital. The paper also builds on Mintzberg et al. to emphasise the importance of "real vision" and the need for more "imagination applied to building a strategy". A typical reason as to making new strategies includes the wish to convey a more coherent (integrative) strain of thought for some typical regional issues such as distributing infrastructure investments, protecting environmental values, and appointing new development. To what extent can the efforts within the South-Holland case be regarded as a reflection of a more entrepreneurial, strategic planning style? How do prevailing institutional conditions offer constraints or opportunities for further strategic action? The paper employs the South-Holland case to explore some of these exemplary questions. The paper is based on the empirical material collected during an explorative study concerning strategic spatial planning in the southern wing of the Dutch "Randstad" (see: Salet & Woltjer, 2004).

Generally, the study articulates a clear need to giving more emphasis to an entrepreneurial approach towards strategic spatial planning. However, there also is a lot of prudence with regard to assuming principally an entrepreneurial planning style. While the attention to building social relations, informal networks, and informal arenas is crucial, at the same time, a regional agency such as the Dutch province can have some essential tasks in reviewing progress and using regional policy as a touchstone to assess (either instrumentally or normatively) local plans as well. They are equipped already with an inheritance of relevant institutional capacities to fulfilling a regulatory role, and, under new strategic planning, this role will still be vital, albeit in a different fashion. The paper proposes a functional mix, distinguishing between a strategic, touchstone, integration, and development function for regional planning efforts.

Unpacking Rationales for Community Participation in Urban Regeneration

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In recent years a normative consensus has emerged around the importance of participatory decision-making in urban regeneration. In the Netherlands, during the last decade, resident participation and interactive decision-making have been explicitly integrated in urban regeneration policy. This is particularly illustrated by the Big City Policy. But whilst there is a clear consensus that resident participation is "a good thing", the motivations that underlie the drive to participation are less clear. The drive for participation comes from various directions. Participation is advocated as part of very different agendas including by both liberal critics of over-government and the centralised state, as well as by critics of liberalism. There is also often more than one agenda, competing with another, within programmes. This paper aims to address an important shortcoming in the academic literature, which is to critically engage with the concept of participation, by focusing on the ways in which community participation is defined and rationalised by central and local actors.

The paper presents the key findings from research carried out for a doctoral thesis. It is based on a case study conducted in the Transvaal Neighbourhood in The Hague, currently the biggest urban restructuring project in The Netherlands. Drawing on neo-Foucauldian writings on governmentality, the paper argues that community participation can be seen as a "technology of government", and shows how it is an attempt to develop citizens who "take responsibility for themselves" allowing the government to "control at a distance". However, communities are not simply passive objects to be manipulated. The new form of governance also opens up space for communities to use participation for their own advantage.

Using a Critical Discourse Analysis approach, the paper analyses the discourses and strategies adopted by the state and other stakeholders in their attempts to shape and influence practices of community participation and unravels the underlying agendas and rationales. The paper starts with critically examining the rhetoric of government policy documents. It then goes on to explore the experiences of participation of a range of

stakeholders, including local residents, local authority officers and housing association staff, as well as their perception of the underlying rationales. Three lines of analysis are then developed:

1) the ways in which these discourses are used by the different stakeholders to maintain, reproduce or undermine existing power-relations;

2) the extent to which the various discourses have transformed the ways in which other actors conceptualise participation; and

3) the extent to which the procedures, discourses and practices used by particular interest to promote their own agendas have come to structure local participation practice.

Track 12: Urban Renewal and Redevelopment

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List of Abstracts for Track 12

Statement of Track Chairs

The annual AESOP congress which will be taking place from 13-17 July 2005 in Vienna is devoted to the theme "The Dream of a GREATER Europe". Its main objective is the analysis of the research experience of Europe's cities and regions and the search for possible approaches to their future development planning. The peculiarity of this conference lies in the fact that it is not limited to urban processes in Western Europe but will consider these processes in comparison with those happening in Eastern Europe, taking Eastern Europe in its broader context to include countries that have not yet joined the European Union. In other words, the plan is to present a city-building portrait of the new enlarged Europe, its planning culture, the development problems of its cities and regions and examples of the decisions they have made, as well as exploring staff development and education systems in this sphere of human activity.

The work of the "Urban renewal and redevelopment" track will concentrate on the changes that affected whole countries, regions, cities and separate areas during the transformation process that followed the political, economic and social upheavals of the "Velvet Revolution" of 1989. How was all this reflected in the life and image of cities, in their planning, in the design activity of their urban planning professionals? What actually happened? How do the old planning models function if they function at all, and, if not, then what should we change and how? What is the role of regulation mechanisms, the role of the state and private capital in the modern development of cities? What is left over from the socialist experience of planning; can we still take it into consideration nowadays, or it has already become history? What can the "old" Europe learn from the "new" one and vice versa? How has capitalization influenced the development of former socialist cities, their historic centres, residential and industrial zones? What is the role of suburbs and recreation zones? How have trade and transport developed? What has happened to the staff dealing with urban activities? Who is in charge of their training today, and how and where does it take place? What is the situation concerning their employment? The role of local authorities in the processes of development, planning and reconstruction of cities. Urban studies and politics, urban studies and society, urban studies and economics, urban studies and history, architecture, art. These and other questions will be considered in the "Urban renewal and redevelopment" track at the conference "The Dream of a GREATER Europe".

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The Future Urban Plans of East Jerusalem

The purpose of this study is to give a glimpse on the future of the Arab existence in Jerusalem and to try some solutions to account for the complexities, communications, and identity problems, which are found in Jerusalem. The Palestinians existence is influenced by the Israeli occupation, the place is suffering and so the people. This research introduces major problems affecting the Palestinian people who live in the city, and those problems affecting the city. This study concentrates on building a Base-Model using modern planning tool (GIS), which helps in predicting the major future problems in Jerusalem such as crowd ness, immigration and identity loss.

Jerusalem is the heart of the Palestinian-Israeli conflict in particular, and the Arab-Israeli conflict in general. In the Peace Process, Jerusalem was placed as the first agenda item on the final status negotiations, which officially were started on 4 May 1996 but have not proceeded. However, in the meantime, the Israeli government has not stopped its unilateral practices in Jerusalem by which it creates de facto realities on the ground. Israel has been started measures leading to major demographic shifts in order to create an exclusive Jewish population in East Jerusalem. Re-development strategies have been adopted to restrict expansion of the city's Palestinian communities. Under Israeli Jerusalem municipality, infrastructure and services for Palestinian residents, have

become inadequate and do not provide a healthy living environment. Overcrowding has become the norm, and the pressure on Jerusalem's land and natural resources has been devastating as well.

In order to tighten its control over East Jerusalem, Israel is proceeding with plans to build new Israeli colonies and expand existing ones in and around the city. The range of these colonizing activities is far greater than the unilateral Israeli declared borders of Jerusalem. Behind these activities is the Israeli intention to widen the area of Jerusalem and to envelop further lands of the West Bank into its domain. An examination of the Israeli colonizing activities in and around Jerusalem reveals the gradual application of the Israel's "Greater Jerusalem" scheme, which was formally and publicly endorsed by the Israeli Knesset on 28 May 1997.

An examination of the Israeli activities in and around East Jerusalem reveals a systematic plan that aims at the strangulation of Palestinian communities in east Jerusalem and separation of Jerusalem from the West Bank. The intensity and multi-location of these activities shows the Israeli determination to change the physical and demographic structure of Jerusalem. These de facto realities are clearly affecting the Palestinians existence in Jerusalem, so will the Palestinians have a chance to stay or even a place for future expansion in Jerusalem under these de facto?

Research Contents

This research comes in five chapters, which are distributed as follow:

The first chapter is the introductory chapter.

The second chapter is the literature review chapter, which focuses on the history of the region, and in specific on Jerusalem history, it gives a glance on the major periods and the important steps in the city, also it Introduce the important changes in the city and their directions.

The third chapter is the database (GIS) chapter, in this chapter the data that were acquired and the maps are introduced, in this GIS chapter the methodologies and steps followed in analyzing data are describes and introduced.

In the fourth chapter, the strategy by which the results are drawn and analyzed is discussed, and in the fifth chapter the conclusions are drawn.

Solving Housing Problems and Increasing Transit Ridership: Building the Corridor City

The study explores the possibilities of revitalizing existing urban communities, increasing transit ridership, decreasing jobs-housing imbalance, and mitigating the impacts of urban sprawl from transit corridor development or TCD, a variant of the more general class of TOD or transit-oriented development. In this paper, we present findings of a study that focuses on the relationship between transit ridership and density and mixed land use developments along major arterial corridors in Los Angeles. Over the next two decades, California is expected to add 11 to16 million new residents and over four million new households. Unfortunately, California also faces a growing housing shortage. According to the state Department of Housing and Community Development (HCD), homebuilders and developers should be building an average of 220,000 housing units each year between now and 2020. However, construction rate lags significantly below that goal. Fewer than 150,000 building permits were issued in 2001 – approximately 32 percent shy of the state goal. With a sluggish economy, further decreases in housing production are likely. HCD now projects a staggering unmet need for 3.7 million low-income units by 2020. With significant population and employment growth projected in the future, there is serious concern over increasing traffic congestion and lengthening of commute times. Despite California's massive investment in transit, in recent years, metropolitan sprawl has been further exacerbated by fiscalization of land use, fragmentation of governance, disinvestments in inner city areas, and infrastructure investments on the periphery of metropolitan areas. It is widely believed that the unfettered urban sprawl

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would result in higher costs in local service provision, continued loss of farmland and open space, and increased dependence on automobiles. Our aim is to document and test the proposition that new infill, mixed use, and higher density developments along existing transit corridors can make significant progress towards enhancing mobility options, increasing transit ridership, and improving jobs-housing balance.

Our research focuses on Ventura Boulevard and Vermont Avenue as a comparative study of two distinctly different, and two of the most heavily subscribed bus transit corridors in the Los Angeles area, with diverse service, ridership, and socio-economic characteristics. In this study we compare the demographic, land use, and urban form changes in these corridors and also document the underlying dynamics of population growth and density as they relate to transit ridership. Our analysis suggests that the predominant land use around these bus corridors and stations is low-density automobile-oriented development. Existing land use remains transit-unfriendly. Recently, the City of Los Angeles policy environment has undergone favorable changes with the introduction of four new zoning ordinances: Residential Accessory Services (RAS), Adaptive Reuse, Infill Development, and Density Bonus for Affordable Housing.

In light of these changes, and in response to the impending housing crisis, we present the concept of transit corridor development offering communities an alternative to the impacts of low-density suburban sprawl and automobile-dependent land use patterns. We develop and recommend spatial and urban design strategies that productively utilize surplus and marginal space along transit corridors to accommodate future population growth. It is our expectation that the densification of the underutilized commercial corridors will create vibrant local economies, increase opportunities for market and affordable housing, revitalize retail, and lead to a fuller use of transit lines and increased ridership, a trend that we have already observed in higher density bus station areas.

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**Cultural Values in Building
Conservation in Taiwan**

Conserving the historic built environment has long been seen in Western Europe as an important objective of planning systems. The countries of the European Community have long had in place law and administrative structures to ensure that protection of both buildings and areas can be achieved in a rapidly changing world. There has been much debate about how that protection should be implemented, in terms of architectural practice, urban design and planning policies, and financial arrangements (e.g. Pickard 2001). There has been some debate about what instrumental goals might be realised through such protection, whether in terms of the promotion of tourism, the regeneration of urban areas, or in the maintenance of evidence of past eras.

The question of underlying values has, however, been rather less well treated: assumptions tend to be made that preservation is its own justification. In their seminal work, Lowenthal and Binney state unequivocally that our "material heritage" is now seen as "crucial to our sense of identity" and that the "tangible remnants" of the past "are rapidly disappearing" (1981, p.17). Fitch (1990) has argued that the commitment by the state to protect the built heritage is a world-wide phenomenon, although he admitted that he was ignorant of China, the Middle East and India. This universalist trend is to some extent perpetuated even by those who have become critical; Wright for example saw an insidious political agenda at work in the desire to "re-enchant" daily life (Wright 1986). More recently, the awareness that multiple – and perhaps conflicting – values are at work in the protection of the built environment have become apparent. Hobson (2004) has looked at the contradictions between central and local government attitudes, between expert and lay opinion. Lowenthal (1998) has explored the multiple meanings of "heritage" and the abuse of history. But even this work depends on an environment in which shared values exist, and the idea of a common past is strongly present.

In other environments, the existence of a single thread that connects present to the past, however different the past may be, is nothing like so clear. The case of Taiwan is instructive in this respect. Thought of in the West as being primarily a part of the Chinese cultural world, Taiwan has been the subject of successive waves of immigration and colonisation, each of which has brought its own cultural norms and left its own material evidence in the form of buildings and townscape. Even the successive waves of immigration from mainland China brought distinctive traditions with them. Most recently, the establishment after 1949 of the Republic of China on Taiwan, seen as the government-in-waiting for China as a whole, has had an impact on attitudes to the built environment. Buildings that reflected the northern, imperial Chinese tradition of architecture were favoured in the moves to identify the island's heritage. Buildings from the Japanese colonial period were ignored.

And of course the story does not end there: Taiwan is undergoing a period of dramatic transformation. The move away from the authoritarian centralism of the period after 1949 to an elected national assembly and the election of a president has led to a fierce internal debate as to whether Taiwan should be regarded as a nation-state or as a province. This in turn has impacted on its approach to the conservation of the historic built environment, which has become a product of political debate, and not simply a professional or technical exercise.

This paper reports on part of a research project whose objective was to investigate popular reaction to the country's built heritage. The project has taken as its focus Tainan City and Tainan County in southern Taiwan. This paper considers specifically the problems raised by:

– a range of buildings which derive from very different traditions;
– a population which maintains its separate ethnic identities and cultural affiliations;
– official attitudes that until fairly recently were intent on promoting an idea of a Chinese identity through, among other things, the preservation of buildings.

The paper will conclude by identifying the research strategy necessary to investigate the values that the public at large hold in relation to the historic built environment in such circumstances.

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The Urban Redevelopment Process of Post- Industry City: ISTANBUL – 2005

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In today's world, economic progress in industrialized countries forms a new community structure called "information community", changes in characteristic of international relations destroy traditional differences between national and international policies. This change with happened with the pressure of communication and modern economy has caused close relations of national and international in the field of economy and politics. As a result of these new economic and social realities a new global progress is formed,

while this progress changes the traditional international policies, it takes the place of traditional policies.

Istanbul has been living the process which is a rapid transformation and change in economic and social structure in parallel to urbanization called metropolitanisation.

Especially during the last decade, Istanbul Metropolitan area had an essential progress as being an international financial center where the service sector keeps an important place beyond present planning.

Nationalizing, which has intended the decentralization of industrial areas along the shore and changed urban space image of the city before 1980's, has provided a higher rate of mobility for urban functions. This progress has urged the urban functions in present CBD (Central Business District) which are disorganized to grow and the organized at national and international levels.

Istanbul Metropolitan Area has realized considerable steps in the last 20 years, beyond the existing planning works in being an international metropolitan center where service businesses are emphasized thanks to the decentralization of industry. After 1985, the industrial areas have been removed from the central areas of the city, and this caused formation of decentralization focuses and industrial workforce areas near the water basins of the city in the eastern and western ends.

However, all these developments have been rather unplanned and the Master Plan for the Istanbul Metropolitan Area (scale of 1/50000) and local plans of municipalities that are on Büyükdere – Ayazaga axis have been insufficient for directing the growth of this axis as a contemporary Central Business District (CBD). Developments are created locally by central authority with declared tourism areas.

With a title of "The Urban Redevelopment Process of Post- Industry City: ISTANBUL – 2005" which will be presented in this paper, the urban redevelopment of Istanbul that is transferred from industrial city to global sector city, is discussed according to the main aim of the conference.

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City Center Revitalization: Effectiveness of Strategies

Downtowns or City Centers, the traditional business centers of our communities, have survived many changes throughout the last century. Once thriving retail and civic centers, they were adversely affected by changes in mobility, retail patterns and shopping habits.

In the United States, downtowns have seen serious competition from suburban shopping centers, malls, strip commercial areas, major discount centers and online and catalogue sales since the 1960s.

Slowly, European towns and cities have started to undergo a similar trend. Italy specifically, has seen this phenomenon spur abruptly as modern large retailers creped in from close-by France in the early nineties.

Despite these changes, in both countries downtowns still have to play a central role in our cities today. They are the centers of our urbanized areas and still reflect the economic core and image of cities, and are still the sole catalyst for economic development. Not only: a healthy downtown is often synonymous with a healthy community- which is the main key to a good quality of life.

With the progressive deindustrialization process, downtown revitalization is once again the priority of both the public and private sectors in the western world. This can be best noted through the resurgence of programs directly aimed at downtown revitalization efforts. These include the Main Street Program of the National Trust for Historic Preservation, the Downtown Development Authority Program and various local programs such as Business Improvement Districts established by city governments and merchant associations in the United States, and PQUs, urban requalification programs established by regional governments and merchant associations in Italy.

With all the renewed emphasis on programs and initiatives for downtown revitalization, there is surprisingly little research that assesses the effectiveness of revitalization efforts. Both in the United States and in Europe, in fact, most revitalization efforts address questions of viability, vitality, health, sustainability or some other term conveying the desired well being of the downtown. However, few have actually defined the criteria to measure this well being.

The paper, taking into consideration international case studies that have been the obiect of extensive comparative analysis in the two countries cited above, and through which best practices were identified, describes a set of principles that we believe could be beneficial to the reader in developing a downtown revitalization strategy and defines some measurable indicators of successful revitalization efforts that can be applied to North American cities as well as to a more European context.

How to Tackle Brownfield Redevelopment in Croatia? – A Complex New Governance Issue

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The aim of this paper is to investigate how brownfield redevelopment might be approached in Croatia. Crucial in such activities is the involvement of many stakeholders, which belong to various institutional arenas, formal and informal, and across levels of government. The term "brownfields" is commonly used for sites that are derelict, abandoned or underused and where a real or perceived problem of contamination exists. However, besides the perspective on a perceived environmental and health problem, brownfields redevelopment might also be seen as an opportunity for local development initiatives.

In Croatia, transition, post-war problems and poor management of state owned enterprises as well as privatised ones were the main reasons for bankruptcies of many companies in the past 15 years. This created a sad landscape throughout the country where many industrial sites are either underused due to partial privatisations, or are vacant and deteriorate through time. The presence of such industrial sites has various adverse effects not only on the environment, but also on the economic and social health of the regions and localities. In addition to industrial sites, there are sites in Croatia that can be identified as brownfields such as vacant sites previously used by the Ministry of Defence. As the ownership structure of the Croatian economy has changed so has the role and function of the government in the economy. However, most of the newly created local governments and counties during the 1990's have no experience in dealing with problematic economic entities and property in multiple ownerships, including property owned by different public institutions across levels of government. In addition, governance and relations among levels of government are still predominantly hierarchical, paternalistic, and to a high degree centralized. There are also legislative deficiencies related to bankruptcy and liquidations of companies, slow procedures and law enforcement. Since land use policy has not been formulated yet, non transparent and politicized informal ways of getting the necessary information about the future use of space are created that also distort prices on the land market. Also, transactions on the land market are often delayed due to poor cadastre and outdated land books, which are the main source of legal documentation. In Croatia, parcels are usually physically available, but not legally due to missing documentation, which also leads to market imperfection. Poor coordination and communication across levels of government in spatial planning can be a serious obstacle to development. Croatian units of local self-government issue building permits based on spatial plans. However, in order to receive a building permit, firstly a location permit is required, which is issued at the county level. While the supervision and inspection of spatial plan implementation as well as the legal use of permits is at the national level. In this regard, significant vertical governance and coordination problems can be identified among the levels of government in Croatia.

Due to the complexity of initiating brownfield redevelopment processes and specific problems that exist in Croatia, economic development initiatives are rather directed towards attracting new "greenfield" investments, creating new industrial and entrepreneurial zones. Such activities are also supported by national policies that promote economic development and employment, that are primarily focussed on attracting foreign direct investments and incentives for small and medium sized companies. At the same time spatial planning is still on a quite low level of the political agenda, while administrative and legal procedures related to the issuance of new location and building permits as well as lacking clarity with regard to property rights in general are perceived as major obstacles to economic development. The general low level of awareness concerning environmental and broader social problems, and low institutional and fiscal capacity of local governments, contributes to the current neglect of problems as well as possibilities of brownfield redevelopment. Here, the lack of understanding horizontal governance and coordination among policy areas can be identified. A further problem related to the major inactiveness of local governments in initiating redevelopment processes can also be linked to a low level of understanding participatory and collaborative approaches. Even though, there are some positive experiences in Croatia, which can contribute to further development and application of new approaches.

With regard to all mentioned above, it can be stated that brownfield redevelopment is a very concrete issue through which horizontal and vertical impacts of existing public policies and activities can be examined in the case of Croatia. The paper will conclude with the identification of possibilities for new modes of governance and participatory development initiatives for brownfield redevelopment in Croatia.

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Current Trends and Social Aspects of Urban Regeneration in Hungary

Prior to the change of power the maintenance of the housing stock, owing to technological deficiencies, necessary renovation activities and reparation work were not carried out properly in the countries of East Europe, and in Hungary among them. Consequently, problems related to the built environment have stockpiled. 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.

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. During the first decade of transition little or no attention was paid to the question of rehabilitation of deprived urban neighbourhoods, simply because other issues including unemployment or homelessness overshadowed the question of urban regeneration. Local governments and investors have faced complications as a result of the postponement of renovation activities so they recognized the inevitability of urban regeneration and the opportunities the latter offers for architecture, economy and society. Urban regeneration makes an essential impact upon economic and social processes.

The present paper outlines the state-of-the-art of urban regeneration in Hungary and the main social impact of rehabilitatin processes. Actual trends and characteristic features of urban rehabilitation closely related with residential mobility are presented by surveys conducted in case study areas on the territory of Budapest and the major Hungarian cities. There is an overview of changes having taken place on the housing market and housing conditions since the change of power, of indicators and factors affecting residential mobility, experience gained in the course of urban regeneration and of impact of the latter upon residential mobility.

**Modern and Post-modern Planning and
the Concern for Identity in East and West European Cities**

Coventry, Kassel, Rotterdam and Szczecin: Focussing on the period between the 1940s and the present, the paper examines the transformation of 4 cities in West and East / Central Europe, 4 cities, which were in a particular way representative of the rise and the decline of the welfare state / the Socialist State respectively, and representative of the associated urbanistic models in the form of the fordist city. In many respects, they were model cities in the post-war period, and to an extent, they have continued to fulfil that role until today.

Since the 1980s the journey has been going into a direction between neo-liberalism and a kind of planning which looks for a new type of urban development planning set within an altered framework of public and private actors within a civil society.

Again this has been associated with new planning models and development processes. The 4 selected cities represent a characteristic of urban development which assumed significance in the post-war years. They are cities which suffered heavy destruction in World War II and decided to follow the path of radical modern reconstruction, rejecting the alternative of restoring the pre-war urban pattern. Coventry, Kassel and Rotterdam also became model cities of the welfare state.

Nevertheless, the radical form of modernist functional planning with a strong orientation towards the motor car produced particular problems of adaptability from the 1980s on. These cities were also often confronted with a series of ruptures in their identity.

Destruction through war and the associated loss of traditional spatial and other structures was followed by what has come to be termed "the second destruction." In the case of Szczecin this was exacerbated by the decision to express the change of national identity from German into Polish by turning the orientation of the city round from facing the East instead of facing looking to the West.

While Coventry, Kassel and Rotterdam were much applauded in the first decades after the war, they ran into heavy criticism from the 1970s on, which again was connected with crises of identity, in some cities more than in others. And finally, a series of ruptures occurred towards the end of the 20th century.

The paper looks at the way in which these cities have dealt with these changes in policy and identities, and it asks which lessons each of them can learn from the experience of the other.

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Potential Public Spaces in Restructured, Mixed Areas Which are Suitable for Appropriation by Children and Young People

Due to the complexity of socio-spatial urban systems, the increasing insularity of people's lives, individualisation and growing media influence, the appropriation of space for young people and children has become more difficult. Therefore the central question is at which interfaces of public spaces and urban contexts (with the focus on restructured districts), conflicts and development opportunities for children/young people arise, in particular opportunities for communication processes between the generations, and what measures can be used to influence these. As a starting point for this interdisciplinary research between spatial and social research and cultural sciences, a multi-method, qualitative approach has been selected which uses case studies in Zurich Nord, a former industrial area, involving spatial analyses, filmed ethnographic research projects and socio-spatial topographies. The restructured area under consideration is characterised by quality design of the public spaces and its integration, oriented specifically towards a unique identity, into a higher urban planning concept. Of particular interest are areas newly integrated into the expanded urban context, above all due to the

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negotiation processes which took place here for the first time concerning the use of the public spaces.

The investigation of the socially relevant factors among children and young people and the adults themselves shows an intensive use of a compact, three-dimensionally-laid out park near the busy Oerlikon station. The specific qualities of this space, in particular the areas offering privacy and withdrawal, and the views, support the potential of the space for appropriation by young people. At the same time, an informal conflict management system among the young people has been developed, controlling the presence of the users at the various platforms of the park. Identification with the space is also formed by means of other young people (scene formers). A dominant type of use is "hanging", observed to be used consciously as a kind of boundary-setting against the adults hurrying by. The Oerliker park with its very open layout is used by couples, in particular around the edges, which at present still offer cover in the form of building site hoardings. The place therefore functions as an intimate meeting place outside the everyday scene.

Factors relevant to space and design include the insufficient opportunities for change. Despite far-reaching public use concepts in the park under observation, frequently the only active appropriation opportunities involve leaving traces such as spraycan graffiti, vandalism and litter, which leads to conflicts with the adults. The use patterns proposed by the experts are used, contrary to the concepts, above all by children. The direct orientation of public spaces to the social environment (residential) has a particularly positive effect on the intensity of use in the case of children, who have a smaller radius of activity. A design of the highest quality from an expert point of view has to date therefore not in itself been accepted by the young people as sufficiently attractive to ensure the intensive use of the spaces. Repetitive elements popular with experts and architecturally attractive, are mainly dysfunctional for children. Thus materials such as grass banks, chipping play surfaces and timber platforms may be attractive features from a design point of view, but they limit the usefulness considerably. The buildings around the area are used predominantly for living and working. It has so far not been possible to establish stimulating public institutions, businesses, cultural facilities, which would also support stimulation of use of the very generous public spaces.

Further evaluations of a broad range of materials (filmed research, interviews, participant observations, etc.) will be undertaken in the coming months. Further in-depth conclusions will be drawn from these, which will relate among other things to the leading role of children in the use of public spaces, by new mobile activities (e.g. roller skating, skateboarding) and of members of the youth scene (e.g. techno and party scenes) with their own use of public spaces.

The results of the work should provide experts in practice (planners, architects, landscape architects, sociologists, socio-pedagogues) with measures and aids for the future planning and design of public spaces. In addition, awareness should be raised of the needs of children and young people as the users of public spaces, and their special requirements in respect of development opportunities.

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Cultural Networking for Planning the History. Rehabilitation of an Historic District as a Melting Pot of Different Knowledges: Ferrara's Centre

Since Renaissance Ferrara, has become a world famous city for its urban "Addition" designed at the end of XV Century by Biagio Rossetti, the architect charged of the project by the Duke of Este, lord of Ferrara. For this project, Biagio Rossetti has been described by Bruno Zevi as the first "modern" planner.

Rossetti's project has extended the city so much that it was only in the last decades that Ferrara has completed its growth inside its ancient walls.

The historic dictrict of the city has been preserved quite well for many years until XX

Century, when a new mean of transport was introduced: the car. At the same time we have to consider that new theories on the quality of life were developed. So it was mainly for these reasons that many projects have been done during last century for the rehabilitation of the centre of the city. All of them had the same purposes: improving bad housing conditions and creating better traffic connections.

As it has happened in most Italian cities, despite the big number of project that were designed, almost nothing has been done until World War II, mostly due to the high costs. So it was only after the heavy bombings of the forties that some of these projects have been finally carried out as reconstruction plans. Particularly in Ferrara a very old and interesting area right in the most central part of the city has been rehabilitated after the total demolition not only of the buildings that had been damaged during the war, but also of many old houses that had the only "fault" of being too old and, thus, easier to be rebuilt than to be restored. The clearance has allowed also to widen some streets that were believed to bee too narrow for cars and buses (it is strange that in these very last years the municipality is trying to progressively keep cars and buses away from the historic district, transforming it in a huge pedestrian area).

As the area was part of the oldest urban district, it seems interesting for the actual methodological debate, to use it as an example to discuss on the possible ways of approaching planning historic areas of our cities.

What must be noted at first is the necessity of a multidisciplinary approach to the problem. We can thus introduce here the word "networking", with the sense of an essential cooperation between different disciplines and "knowledges".

Planners, historians and conservationists should in fact merge and cooperate together, each one from his point of view and with his methods, in order to succeed in planning the future life of historic areas of our cities.

Main issue must obviously be the revitalisation of old urban areas and the conservation both of the historic urban fabric and of the ancient buildings.

For too many years conservation has been reserved only to single monuments and has often been not concerned at all with the idea of the originality of the building itself. We may see all over the world monuments that are apparently old, but being in fact totally new. At the same time it is still too frequent to find old buildings in a modern environment or old facades preserved only as a "wrapping" of new buildings.

Therefore, what a new "network-approach" should introduce is the principle of respecting all the traces that history has left us.

Historians should tell us which parts of our cities are more or less valuable and how important they are as documents of our past.

Planners should plan how to and revitalise these areas.

Conservationists should rehabilitate old buildings in order to keep them alive.

All should save our old cities, keeping them alive for the future.

Public Spaces and Politics

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This paper is a story about the politicians and a public space project in Prishtina. A case study has been used to analyze what influence authorities can exercise in order to show visible, not carrying for comprehensiveness and sustainability. City center area of Prishtina has been developed in a piecemeal fashion over a number of years. Mother Teresa Street as Prishtina high street has created over the years an image which identifies it as the center of the city. A variety of mix of uses such as housing, shopping, business and culture with the public spaces makes it active through all the day with an intensive circulation of the pedestrians and vehicles. The present situation of the built environment needs improvement of the buildings and public spaces. Pedestrianization of the street is an idea which had already been implemented 15 years ago. This would provide a car-free space inside the city center very much needed for Prishtina.

IDEA: Improvement of the Mother Teresa Street is an idea based on the interest of the different parties to improve the public spaces and built environment. Considering improvement of the image of the capital city, The Ministry of Environment and Spatial Planning and Planning Department of Prishtina Municipality in collaboration with Department of Architecture, University of Prishtina, has undertaken the initiative to develop the idea and to prepare the action plan for implementation of the project. Different stakeholders – Municipal Authorities, UNDP, end-users, inhabitants and business owners, were invited to participate in the project Public and private sector partnership is a joint effort through the planning that enables long-term benefit for public sphere and short-term investment turnouts for the investors.

THE AIM OF THE PROJECT: The aim of the Project was that through the engagement of the community of the Mother Teresa Street and other interested parties:
– Promote the idea of the improvement of the public space which represents the image of the city culture.
– Promote the community involvement in solving the problems from the public interest sphere.
– Promote participatory planning through the public and private sector partnership.

IMPLEMENTATION: A scenario with the time schedule of each planning phase has been developed for implementation of the project. The process has shown that politicians and donors do not have always courage to follow all necessary activities planed in the project. The attitudes to have something visible in a short period has caused to have very poor performance of the project

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Regional Planning and Urban Renewal – A Flawed Hierarchy?
The Case of Preston

Preston – Britain's newest city – is located in the country's North West region. The region is dominated by two large cities – Liverpool and Manchester. In fact it is possible to argue that these two conurbations have historically been overly-dominant and that they have been inadvertently stifling a more balanced and sustainable pattern of regional development in the North West. They are effectively combining to restrain trading opportunities and restrict commercial choice. For example, Manchester's shopping catchment area draws from the whole of the North West. Further, the current regional planning strategy is likely to make the current Liverpool/Manchester over-arching dominance worse because the two large conurbations are continuing to be favoured above all of the other urban areas in the region in policy terms, and other growth opportunities for the North West are being neglected or ignored.

The most significant opportunity for increasing spatial competition and reducing unsustainable travel is the major proposal which has been put forward to develop Preston's city centre. The project will be carried out by a public/private partnership consisting of Preston City Council and Grosvenor, a leading property development firm. The purpose of this paper is provide a strategic overview of the Tithebarn Renewal Area (TRA) proposal, as it is known, and then go on to consider how the proposals relates to current government planning policy at different levels, and the City's present economic requirements and social needs. The Preston Project thus combines a need with an opportunity. But the TRA project is not simply a major piece of retailing regeneration for an area which badly needs it – it also scores highly on achieving the government's urban objectives for: improving public transport; increasing affordable housing; reducing crime; promoting social inclusion and improving skills training. It is a rounded, balanced proposal which will benefit not simply the city of Preston; but the surrounding sub-region as well for decades into the future.

In terms of urban performance, however the city of Preston represents something of a paradox. The Preston Paradox falls into two parts. The first is that according to a number

of indicators – the city should be doing better in economic and social terms than it currently is. The second part is that, at the same time, it is evident that although there is increasing emphasis in national government policy on a plan-led system of city centre regeneration which has as its major goals, promoting urbanity, prosperity and inclusion – goals which the Preston Project is specifically designed to meet at the local level – the present, strategic planning system for the area, is, at best, neglecting Preston, and, at worst, is possibly hindering the city's – and the sub-region's overall renewal chances. There is apparently a flaw in the structure of the planning system with the national and local levels favouring the Preston Project, and the regional and structure planning levels opposing it. Thus, national and local planning policy are broadly in agreement about the need to redevelopment the city centre and the objectives to be achieved in doing so, but current strategic planning documents for the area – the Regional Planning Guidance for the North West (RPG13), and the Lancashire Structure Plan – are at odds with the national/local view.

Sustainable Urban Regeneration, Local Government and the Changing Nature of Urban Governance in the UK: A Study of Salford Quays

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Recently governments across Europe have become increasingly concerned with delivering sustainable urban regeneration. Lessons from the failures of earlier rounds of exclusionary and top-down policies, it is argued, have been learnt and new, socially inclusive, regeneration agendas are being developed that are underpinned by synergies between local authorities, (responsible) private sector actors and local communities. In the UK this shift in emphasis has been hailed as a "new localism" in which powers and responsibilities are being devolved from Recently governments across Europe have become increasingly concerned with delivering sustainable urban regeneration. Lessons from the failures of earlier rounds of exclusionary and top-down policies, it is argued, have been learnt and new, socially inclusive, regeneration agendas are being developed that are underpinned by synergies between local authorities, (responsible) private sector actors and local communities. As a result wide ranging economic, environmental and social benefits will therefore flow from regeneration programmes, including the redevelopment of brownfield land. In the United Kingdom this shift in emphasis has been hailed as a "new localism" in which powers and responsibilities are being devolved from central government to local partnerships in a direct inversion of the centralisation agendas of the Thatcher governments of the 1980s. This paper examines the purported benefits of the localist shift by assessing the role that local government can play in shaping the design and implementation of urban regeneration initiatives. It does so by focusing on the redevelopment of the Manchester Docks into what is known today as Salford Quays. With the docks lying derelict during the early 1980s, and with rising levels of unemployment affecting surrounding areas, Salford City Council purchased the docks and took the lead in driving forward regeneration programmes, both to secure the re-use of derelict land and to tackle inner city social and economic deprivation. In the period since the docks have been transformed into a new mixed-use quarter within Greater Manchester incorporating housing, offices and water based recreation. Rather than land-use pressure remaining constant over time, the pace of development has occurred in waves shaped by market forces, government investment, transport infrastructure improvements, and key property developments, including early catalysts which helped to install greater confidence in the site. For instance, the development of the Lowry centre at the turn of the century, a national lottery funded millennium project, provided Salford Quays with an internationally renowned building and arts venue, and prompted further waves of residential development activity. The paper assesses associated development objectives and delivery strategies, including the influence of sustainable development discourses over development agendas, and the extent to which wide-ranging social and economic

benefits have been delivered to surrounding communities. It argues that whilst local government's role and significance within networks and structures of urban governance has been enhanced, greater attention to local and regional property markets is required by new localists to avoid exaggerating the power of local authorities.

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Brownfields Classification

Brownfields are sites, which have a negative influence to their surroundings and which indirectly influence the development of all the city or region. Brownfields are sites, which we must regenerate. This paper investigates brownfields. It creates their definition, deduces the key factors of regeneration process and proposes the brownfields classification from point of view of economical feasibility of regeneration. My effort is to create the classification system, which would help during the brownfields regeneration process. Specifying the term brownfields comes from the terms, which are coherent in definitions in foreign and Czech organisations. There is an English experience, which shows that larger approach of definition is more advantageous to stakeholders.
For needs of the theses, brownfields are defined as sites with buildings on them. The sites are situated in the countryside or in developed areas and:
– are partly or completely vacant,
– have risks of:
 • real or perceived contamination or,
 • ownership pattern or,
 • derelict buildings.
The base for the economic classification is taking from the experience of other countries. Mainly two countries have applied this classification in Europe: France and Germany. The classification defines which site is supposed to be regenerated first then the others and what kind of sources should be used. European classes are the following:
– Self-developing. These are sites of local and regional importance with high property value and low reclamation costs. It is mostly developed by private investors.
– Passive-developing. These are sites of local and regional importance with specific development potential but with accompanying risks of development. The development is accompanied by public subvention.
– Non-developing. These are sites without development potential at least in the foreseeable future. It must be paid by public money.
Classification factors must be determined for inserting brownfields into the classification. There are a lot of foreign studies which have described the classification factors. Generally, all of them describe the present status of the site and the planned future use. Because it is difficult to find out information about the present status, the previous use, which is always known, can help to estimate this information. Knowledge of the previous use could also help to identify the optimal future use.
The previous use predetermines the future use through the following information. Information about previous use is intended for types of probable contamination and it determines the types of buildings on brownfields which are suitable or unsuitable for different types of new use.
The key factors to find out from current status are: location and size of brownfields, technical status of the buildings on brownfields, status and expansion of contamination. Knowledge of type and the rate of contamination induces the price of land. The price of land influences the stakeholders and new future use.
The identification of the optimal future use is essential for inserting brownfields into classification. The connection between the previous use, current status, future use and the classification will be presented.

Would the European Aim of 2020 Become the Armenian Strategic Chance of the Urban Renewal of Yerevan?

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After several centuries of invasions and political transformations, Armenia and its capital city, Yerevan, represent an area of urban reconstruction. In the 20th century, the massive transformation of its social and spatial identity is one of the main characteristics of this Caucasian capital city, where we notice the combination of an architectural Byzantine tradition and the Soviet urban ideal. In the 1920s, this urban context eventually evolved due to the architect Tamanian, the Armenian Haussmann, who completely restructured Yerevan to transform it into a Soviet Republic capital city and then create a different planning system.

After several decades of an amazing urban sprawl, and mainly since the early 1990s, new ethnic areas have also emerged and influenced this regional city. Yerevan currently becomes an intra-regional metropolis where a massive urban sprawl is obvious due to the combination of two factors: a political "laisser-faire" of the local planning authorities and the lack of a real public participation. Despite that, there is no demographic boom due to massive migrations out of Armenia in the 1990s. Since then, the international investors (mainly American, Russian, and Indian ones) have intended to contribute to the change of this Caucasian region located in an amazingly fertile and rural valley. However, three major obstacles seem to stop a massive change towards a modern and national planning system: Armenia is located in a very seismic area, Yerevan is located nearby a nuclear power station which is not quite viable but essential to people's life, and its neighbour Azerbaijan and Turkey are still quite hostile to a genuine coexistence and maintain an economic blockade quite difficult to overcome.

Yerevan is THE metropolis of Armenia as it is the central place of the country where most of the essential decisions take place, but also becomes the symbol of an obvious socio-spatial segregation. That city is also expected to slowly but surely move from the rank of national or trans-national dimension with a common political experience, towards an international one, as it concentrates all the strategic key functions.

Whereas its city centre is mainly constituted with wide planted avenues which lead to large squares and green parks and where highly monumental and imposing buildings are mainly erected in pink and ochre volcanic stone, its suburb becomes more and more characterised by fashionable social housing of Western European style. It appears that the three main, and sometimes contradictory, characteristics of Yerevan can be described as following:

– its over-urbanisation is not properly controlled,
– the attraction of Yerevan as a sustainable city helps to preserve its own identity on the long term and changes according to the Western economic standards,
– density and continuity of the built environment still remain similar to the Soviet period. Yerevan was also built to be the universal centre and pole of attraction of the Armenian Diaspora (which is as important as the internal national population), with an educational and cultural infrastructure, far out of proportion to the size or intrinsic wealth of Soviet Armenia. On the long term, its urban sustainability is essential as there is a strong national will to do so, due to foreign support and / or envy... .

Finally, Yerevan is and will remain a leading city to carry on playing a key role in the Transcaucasus and in the country. It can be possible due to a stable modernisation, as the country has been a member of the European Council since 2001. In 2004, it also became one of the privileged neighbours of the European Union, such as Georgia. In 2006-2007, Armenia will be the official twin-country of France. That will probably become an outstanding opportunity to develop privileged partnerships in many fields. We believe that Yerevan, the capital city of a member of the European Council, can become an essential economic and cultural metropolis at the fringe between the Western and the Eastern World... with the prospective of becoming a proper member of the European Union... in 2020... then, the dream of a Greater Europe might become true for the Armenians... .

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Rethinking Brownfields: Discourses, Networks and Space-Time Relations

Brownfield redevelopment has become a major element of the efforts to revive UK's urban areas. This paper argues that the current UK policy focus on "brownfield redevelopment" is built on a particular conceptualisation of brownfields/greenfields, sustainability, land use and the land redevelopment process. Brownfields are associated with "empty", "dead" spaces in need of an injection of life whereas greenfields are seen as a valuable asset, in need of protection. Both the re-use of brownfields and the protection of the greenfields are associated with a wider agenda of creating sustainable communities. The discourses on which this policy is based to justify its existence and legitimacy intertwine the economic logic of neo-classical economics with the emphasis placed on "environmental efficiency" by proponents of "sustainable development". The lack of temporal and spatial sophistication in these models of the land redevelopment process leads to a simplistic and partial conceptualisation, which downplays the dynamic network processes that create and use places and the structures that are "inscribed" into time and space. In an effort to reach a more "holistic" and "integrated" understanding of brownfield redevelopment we will use the notion of space and time as an "emergent quality" of network processes and relations.
Consequently, the space-time configurations of "brownfields" and their replacements are explored, focusing on the networks of actors and material artefacts that go to make-up these places and structures and the evolving relations that give meaning to them. By focusing on the "heritage" dimension of brownfield redevelopment, the paper suggests that the existing conceptualisation prioritises certain interests and actors over others. Since the attempted urban renaissance focuses on urban areas and inner city cores, redevelopment projects inevitably have to reach compromises between the present built environment on the one hand and the future visions for it on the other. Because of this relationship, heritage and its aesthetic, social or economic value generating potential become ever more tightly connected to regeneration and the possible conflicts surrounding it. The way that "Heritage" is constructed and interpreted can serve as a very interesting example of the linkages between objects and actors and the importance of "meaning" in the functioning of the networks of production and consumption of the built environment.
By reconceptualising the space and time dimensions using a more holistic (network) approach these interests and networks can be understood as a living component of the "dead" brownfield spaces and of the "sustainable communities" that are notionally replacing them.

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The Integration of Urban Spaces within Infrastructural Areas:
Analysis of the Strategies in the European Context

The aim of this research is to focus on the relationships among territorial networks, infrastructural networks and urban spaces with the aim of showing that, by systematising these complex data, it is possible to make them interactive with the urban systems, thus formulating a process that involves the project and the planning of the contemporary metropolis.
Considering these concepts, the study investigates new ways of developing urban projects on areas in jeopardy because of the presence of industrial plants or mobility infrastructures. The main goal of the study is to understand how it would be possible to regenerate industrial sites within the metropolis, without the plants being driven out to further areas. The development of these guidelines is supported by the analysis of some case studies in Europe, such as the project carried out by the Ajuntament of Barcelona along the Besòs River.
The site of the research is located in a north eastern zone of the metropolitan area of

Barcelona, in a very densely populated district along the Besòs River, characterised by the presence of industrial plants which have caused a progressive urban blight and an acute deterioration in the environment.

The projects, promoted by the Ajuntament, aim to recover the river landscape, control overflowing, provide against loss of natural habitat of the wet areas and encourage better social interaction between the communities along the river banks.

The analysis of the projects is very useful to understand the involvement of the territorial layers in shaping new spaces for the city; in fact, despite having been one of the most degraded areas in Barcelona, the Ajuntament has created along the Besòs banks very lively areas, a real part of the metropolitan city.

The projects, carried out whilst keeping all the industrial plants in operation, have been structured around two main points: on one hand the technical characteristics of the whole infrastructural system has been improved, on the other hand the plan is aimed at insert new residential activities.

Referring to the first theme, the electricity pylons have been substituted for underground cables, the hydraulic capacity of the riverbed has been increased and the industrial plants (water treatment plant, waste disposal plant, thermal power station) have been brought up to date in order to satisfy the environmental qualities required, as a result of which the river landscape has been considerably improved.

Considering the results of the first step, it has been possible to install new activities on the site, such as residential services or pedestrian walkways along the river. The fluvial park has been created on the stretch of the river where the urban pressure was lower, bedding out the traditional flora and fauna and allowing free access to local residents. The park is permanently under the surveillance of cameras in order to monitor the water level and guarantee the security of the visitors.

The project involves the urban renewal of the neighbourhoods of La Mina and La Catalana, where it has been planned to improve the poorest areas by building new shops, sport facilities and green areas, creating new jobs and trying to lower crime levels in the district.

In my opinion, what is really important in this case study, is the totally different approach towards the degraded outskirts of the city: the Besòs projects show a way of structuring a "multilayered" metropolis, where infrastructures coexist with urban activities. Changing the point of view, Barcelona applies the innovative concept that "urban waste" cannot be considered unrelated to the city, but it represents a closely connected activity that must be seen as a whole. In doing this, the Ajuntament has succeeded in bringing back, as a new part of the city, a marginalised area which was completely isolated, by means of the integration of different uses and functions.

Thus, new fields can be opened in the city planning, particularly in the European metropolis where green areas are always decreasing and it is no longer possible to drive out industrial plants and infrastructures. On the contrary, new strategies suggest integrating and rationalising them, with the aim of preserving the landscape outside the city and improving the standard of living of the urban peripheries.

A Critical Assessment of the "Out-of-Context" Use of Market Strategies as Tools to City Planning: The Case of the Tamanduateí River axis in São Paulo, Brazil

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The aim of this study is to analyze how European town planning ideas and practice infiltrated the Brazilian town planning culture since the middle of the XIX century and, mainly, the reasons why now a days the processes of urban planning in Brazil still look for references in the European town planning's processes. With that objective, we performed a critical study in the European town planners' proposals made in 1998 for the International Contest of Ideas for the revitalization and occupation of an industrial degraded area along the Tamanduateí River. This area, of 12.8 km^2, is located within

the Metropolitan Area of the São Paulo City, in the southeast of Brazil.

Town planning practices, with the objective of transforming the city in an "urban ideal", can operate through an ideology detached from the place of intervention. This characterizes the practice's thought belonging to European and Illuminist roots for the execution of urban plans. In this sense, the American cities (South and North) always give way to the most diverse town planning's experiences, many of them considered utopian within the European context, as it is the case of Brasília.

Such condition can also be verified in the case of the city of São Paulo, which, from the middle of the XIX century to the beginning of the XX century, displayed emblematic urban innovations proposed by different municipal administrations. These proposed plans bring not only the Haussman heritage, but also Ebenezer Howard's Garden City pattern's guidelines.

Between the Le Corbusier Utopia and the Robert Moses' functionalist proposals, the city of São Paulo tried to order its space with planning actions and normatives in the sixties and seventies, and to drive its economical force prioritizing the road system and strengthening a sectorial hegemony in the planning during the seventies and eighties, reinforcing the modern city's functionalist thought.

Now a day, the current universal town planning ideology, with the ideal of "urban strategy", once again influences the São Paulo Metropolitan Area, aiming to compete for the "globalized capital" (that is plenty justified for the passage from an industrial productive section to an economy in services bases).

In São Paulo, the spatial print for these facts can be recognized, for instance, in the Tamanduathey River axis. This area was shaped by automobile and petrol-chemistry industries in the thirties and drove the Brazilian economics during the seventies, and today watches its collapse. It is necessary now to revitalize, attracting investments for this blight area.

Driven by "urban strategy" philosophy, the Municipal Governance responsible for the Tamanduathey River axis hired Europeans town planners (Spaniards, a French and a Portuguese) who idealized and supported the "urban acupunctures" theory to "solve the problem". This process was known as "associate urban operation", proposing partnerships with private entrepreneurs.

The tonic of these proposals, inside of the ideal European and universal contemporary town planning, was the use of the "city-marketing". In spite of the fact that this "strategy" can defend local values (generating supporting empathies for the local political power), it can also be problematic if used as "deceiving propaganda", where the qualities of the city seen as a "product" are hyperbolized and the defects are minimized.

Many times the "city-marketing" just seeks "smoothing" the negative aspects, with the objective of avoiding to show an image of a "perfect city", false and artificial under the business critical glance. What apparently was not noticed, is that the "city" is not a "product" made by market's superlative and limited descriptions, but rather the result from social construction, perfectly located in time and space.

In using "market strategies" as tools to urban intervention within a socioeconomic context with diversified social and special problems as in the Brazilian case, the town planners should try to contribute for the legitimacy (or not) and efficiency of the local government; and for the local population self-esteem, but they hardly commit to a more sustainable, physical-territorial development of the city.

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Through the Redevelopment of an Old Industrial City

The redevelopment of a city or part of it is a very actual problem in old industrial areas, all around Europe. Due to the changes in the world economy, an important part of the big industries that enhanced urban development became decadent. Weather they disappeared as such along the technological evolution or they migrated to other regions in the

world were the conditions were more favourables, creating vast empty spaces, very often under severe pollution problems, within areas of the city where due to the dynamics of the existing urban growth, since the start of those industries and nowadays, became quite close to the central areas. The cities where these industries where located were affected in its economic and social aspects and also in its self image, acting as a powerful break to new cycles in urban living.

Spatial planning kept an industrial use of these areas due to its intrinsic move, although no more interest was shown in them. National policies and relating procedures to redevelopment of urban areas developed slowly in Portugal.

Since the 80's some programs created by central government were supposed to have favoured the redevelopment in consolidated urban areas with problems of social, economic and spatial degradation. Due to some reasons that we will analyse, these programs were not developed in some cities with obsolete industrial areas.

Local government, playing an important role in the control of urban planning and in the creation of new urban dynamics, went through big troubles while enhancing the available programs. In Portugal within spatial planning, we have seen urban expansion to rural areas rather than the exploitation of urban areas as the "Brown Fields", which are becoming more and more abandoned.

This situation highlights the maintaining of pollution images and the lack of quality of life that make more difficult the redevelopment of the cities and its adaptation to the demands of modernity. This paper looks at the evolution of the most important Portuguese industrial city during the XX century, Barreiro.

This city, integrated in the Área Metropolitana de Lisboa (Lisbon Metropolitan Area) is the best case of a city that reaches the peak with heavy industry, and starts decaying in the 70's, showing a difficult but interesting way of transformation of its vast industrial riverain areas, from a polluted region into a qualified area with high urban possibilities. National policies and financing programs are related to the performance of local leading circles represented in the local government in this path of transformation.

**Towards Improved
Harbor Planning**

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Harbor communities on both sides of the Atlantic are undergoing dramatic change. These changes are being brought as a result of trade agreements, environmental factors, marketing trends and consumer preferences, among other factors. At the same time, these ports are fragile. They are old, full of history and culture, have dated infrastructure systems and must struggle to meet new transportation and production technologies.

The thesis of this paper is that medium sized harbor communities must have a strong planned sense of direction if they are to remain economically and culturally important. This direction must be guided by a long term comprehensive plan that addresses how water dependent, water related and other activities can be functionally and aesthetically integrated. It must also relate to the question of how harbors are controlled and planned: Are Harbor communities on both sides of the Atlantic are undergoing dramatic change. These changes are being brought as a result of trade agreements, environmental factors, marketing trends and consumer preferences, among other factors. At the same time, these ports are fragile. They are old, full of history and culture, have dated infrastructure systems and must struggle to meet new transportation and production technologies.

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integrated. It must also relate to the question of how harbors are controlled and planned: Are they the responsibility of the city, a port authority or some distant governmental entity? This direction must be accompanied by a sense of urgency for the winds of change are now buffeting ports across Europe and America. New markets, new trade agreements, new technologies, the problems of fishing in the North Atlantic, the over supply of shipyards, the continual growth in recreational boating and the desire to place non-water dependent uses along the waterfront are but a few of these changes.

This transatlantic study evaluates harbors in Portugal (Porto, Vienna do Castelo, Aveiro, Setúbal and Figuera Do Foz) and the east coast of the United States (Gloucester, New Bedford, Fall River, Providence and Boston) with a particular emphasis on long term economic and cultural sustainability. It identifies key factors that are important in the revitalization of these critically important, yet fragile, places. These factors would include aspects of land use – compatibility and sustainability; marketing and promotion; regulatory environment – physical and environmental conditions; and the notions of trade and international competition. The paper will also highlight best planning practices of harbor communities from North America and Europe that have addressed the previous issues. The intent will be to show a range of options for Harbor Planning and how they have been implemented.

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**The Evaluation of Vitality and Viability of Istanbul Historical Peninsula:
Eminonu District**

Many of the historical urban centers throughout the world and in Turkey with a multidimensional space feature are being recalled with their insufficient environment, poor services as well as high level of crime while also continuing to perform its traditional role of receiving immigrants from countryside. From this point of view it can be well claimed that the historical urban centers without healthy environmental characteristics, have lost its attractiveness, vitality and viability and effected the physical, economical and social pattern of the city negatively. Efforts have been commenced in many European countries in order to revitalize such areas and help them redeem the qualities and standards which should exist indeed.

Historical urban cores still enjoy some functions and heritage value and local potentials that can be improved and re-used in spite of the long term decentralization and other negative impacts.

It is also a necessity to create a social, physical and economic harmony in the historical center of Istanbul, in an effort to eliminate physical and spatial quality loss and to provide the sustainability of its distinguishing character and local image. For developing strategies to underpin the long term health of the historical urban centers it plays an important role to determine the weak and strong points of the area.

Within the aimed study, using the key indicators of town centre vitality and viability a time series model has been used for determining the changes in the health of different neighbourhoods of Istanbul-Historical Peninsula: Eminönü District.

In evaluating the vitality level of historical center from physical, economical and social point of view, the primary purpose is to determine the current situation and potentials by examining change and transformations of vitality indicators like; property yields, number of the people living in the area, number of the dwellings, shopping rents, house rents and the area of commercial activity in the certain time intervals (1988-2004) in 10 neighbourhoods within 33 at the historical center of Istanbul. These key indicators represent an empirical record of the health of specific locations in an urban area, with a time series of relational indicators being able to identify trends, both over time and across the urban centre.

In this paper, by comprising the relative health of 1988s and 2004 of different neighbourhoods, the physical, social and economic transformation of the district has been

evaluated and re-organisation proposals for historical urban cores (on the Istanbul – Historical Peninsula example) and appraisal of the necessary strategic approaches for providing the vitality and viability of historical urban areas has been developed.

Bridging the Urban Arterial: The Premium for Reconnecting the Urban Fabric

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Substantial plots of land for development are almost non-existent in the dense and over-built urban fabric that characterizes metropolitan areas today. Land assembly seems to be the only way to put together land for new development and these plots of land tend to be small and owned by a number of separate parties making acquisition a tough proposal. The development of air rights associated with urban arterials, on the other hand presents an opportunity to deck some of these trenched rights-of-way, thereby unlocking the real estate development potential and helping re-stitch the city fabric carved by the arterial's right-of-way.

This paper aims at presenting a critical analysis of recent projects and practices that have made use of right-of-way air rights in reclaiming buildable space in dense urban areas plagued by a shortage of developable land. By drawing from local and international examples and presenting an analysis of the architectural and planning concerns inherent in this project typology, the paper outlines a methodology for calculating the cost premium related to the air rights development of urban arterials.

Most of the literature with respect to air rights development of highways dates from the initiation of the Eisenhower Interstate System. Walter R. Kuenhle, then chairman of the American Institute of Real Estate Appraisers prepared "Case Studies in Air Rights and Subsurface Tunnel Easements" for the education program of the Institute, which was published in the Appraisal Journal in 1965. In 1969 Tippetts Abbett McCarthy Stratton and the Urban Land Institute published their reports, "Air Rights Potentials in Major Highways" and "Air Rights and Highways" respectively further exploring the potential of highway air rights for development. Thomas Layden Cook with his Appraisal Journal article entitled, "The Nature and Use of Airspace," in 1971 and Daniel, Mann, Johnson & Mendenhall with their Highway Research Board article entitled, "Valuation of Airspace," in 1973 reinforced earlier research work on air rights valuation and utilization. However, as growth shifted to cheap land in the suburbs and the number of air rights opportunities decreased as the last interstate segments were either completed or stopped, developers lost interest and that body of research came essentially to a close.

It was not until 1989 with Todd W Bressi's article entitled, "Freeway with a Fringe on Top," appeared in Planning that the highway air rights development topic was revisited. With a number of transportation infrastructure projects currently under way, he noted that "empowered by environmental protection laws, many urban communities are collaborating with transportation agencies to promote air rights development and re-stitch the urban fabric." Furthermore, highway departments, encouraged by regulations that allow them to benefit financially from air rights leases, have began to consider marketing such sites. As a result, a number of cities in the United States and abroad are depressing their highways and using the air rights above as building sites. These actions are changing the private developers' outlook, some of who are beginning to view air rights sites over urban arterials as "found land" free of assembly costs, which constitutes some of the last big building sites in dense urban centers.

Military Area Revival in the Czech Republic

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Big political and social changes in the Czech Republic caused not only economical transformation in this country but also big changes in city and landscape structure. There are

new social and spatial tendencies in Czech towns and cities as suburbanization, urban sprawl or urban revival. Due to big changes in the state economical basement there are many brownfields plots appears e.g. industrial, agricultural or commercial.

Special type of brownfields is former military area. There are several types of former military areas in Czech Republic – historical ones (mostly from baroque e.g. Terezín or Josefov), postwar ones (its means areas newly opened or changed after the 2nd world war and during the socialist period for Czech army) and soviet army areas (e.g. big parts of some small Czech towns as Vysoké Mýto or Jeseník are). Each of this military areas sub-type needs the special approach into their re-conversion and revival. Historical and soviet army areas are so large and there are so many problems that there is impossible for municipalities to solve it and the state intervention is necessary. But the "normal" Czech army areas are transferred from state to municipalities during last two or three years. There rises a big task for many Czech municipalities – to organize those military areas re-conversion and revival.

The paper is focused on possible approaches and processes in the military areas re-conversion and revival. There are many examples of brownfields (not only military ones) re-conversion and revival around the Europe as well as processes which support land use development. On this basement the paper tries to find tools and steps towards military area revival in specific Czech conditions.

There are some main planning tools which are used in Czech towns – urban planning and budgeting. The strategic planning is still not common in small and medium Czech towns. Frequently there is a weak relationship between planning types or its relationship is absolutely missing. There is visible necessity for improvement of relationship strengthening of all types of towns and city planning for such complicated processes in towns and cities as re-conversion and revival are. There is also visible the necessity of town or city re-conversion and revival policy creation.

The paper shows theoretical presumptions and their contemporary results in the example from the city of Hradec Králové.

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Planning for Culture and Creative Industries in Post-industrial Cities

Transformations from traditional manufacturing industries to other trades and business activities have recently taken place in several European cities, like Bilbao, Manchester, and Edinburgh. In the years to come, deindustrialisation will probably continue across Europe and numerous towns are facing a pivotal industry development question: from manufacturing industries to what? This case study explores such processes of urban renewal and redevelopment in two small towns: Narvik, in the northern part of Norway; and Odda, in the south-western part of Norway. These towns were selected because they have been dominated by manufacturing industries which were either closing down (Odda) or going through reorganisation processes (Narvik), leaving large and attractive areas in the their centres open to new activities, such as culture and creative industries. The paper discusses why and how culture is chosen as a strategy in urban redevelopment, also relating to similar processes in other countries as well as literature on cultural planning in urban areas.

Among the challenges these towns are facing is how to develop in order to create new jobs, avoiding local people and businesses to relocate, and attempting to make the towns attractive to new population segments (from the outside) and to visitors/tourists. Towns often want to attract inhabitants belonging to the "creative class" and tourists and also to develop the towns into good places to live in for various population categories. Further, towns undergoing transformation processes may subsequently attempt

to change their image; for instance changing their hallmark from manufacturing industries to culture. Currently, the "culture track" appeals to several towns where manufacturing industries are closing down.

The paper further elucidates aspects of town renewal and "place making" processes concerning participation and involvement of local population segments. "Ownership" of projects, involving several types of stakeholders, is discussed in relation to local decision making processes. Yet another research question to be asked here is why planning for culture and creative industries seems like a good idea, and what kind of culture and creative industries are such towns actually aiming at. The paper additionally discusses how towns might respond to such development issues, for instance by analysing their possible comparative advantages and clarify their possible distinctive cultural features. Moreover, the study discusses the possible realism in the towns' probabilities to attract tourists/visitors and new population segments and how realistic their redevelopment ambitions are with regard to the local resource bases (like human and economic capital) and other qualities and strength.

Research on the Conflagration and the Spread of Fire in Kanazawa Castle Town

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Introduction

The urban area of Kanazawa City is a historical castle town.

– This area is crowded with many historical buildings and wooden houses. The present fire-fighting is modernized considerably.

– Nevertheless, this area is one of the most dangerous zones with a potential conflagration. Therefore, in order to avoid the danger of a conflagration, the fire department needs to be improved urgently. Moreover, the street pattern of a castle town is evident in Kanazawa. Therefore, it is possible to fully consider in our study the structure of Kanazawa where the conflagration occurred frequently. Also it is possible to use historical data to understand the past. Therefore, Kanazawa is a desirable subject to simulate the spread of fire in the past. This paper presents the outline of our study on the conflagration in Kanazawa Castle Town, and the analysis of the spread-of-a-fire simulation.

The Building And City Structure of A Castle Town

– The typical buildings of Kanazawa were a Samurai (worrier) residence, the Ashigaru (foot soldier) house, and the Machiya (street shop). All types were built with wooden walls and wooden roofs.

– All doors and windows were also wooden.

– Plaster was used only under the eaves and inside the wall. Therefore, the building was quite easy to burn.

– However, the samurai residence had a large yard surrounding the building with planted trees, and was enclosed by mud walls. The Ashigaru house had a small front yard and a garden in the back, and was enclosed by hedges. The Machiya faced the front to the street and was inline with the neighboring shops.

The Conflagration of A Castle Town

– The most conflagrations occurred in the Edo history were spread through Machiya distircts. Since wooden structures continued along the streets, fires spread in these distircts. The spread of fires in Samurai distirics was limetted compared with Machiya districts. There were few records of conflagration which burned much of Samurai districts.

Spread-of-a-fire Simulation

We constructed a simulation model that reproduced the urban structure of Kanazawa in the castle town age, and have several cases. The case we show here is the one in which a fire started in one of Machiyas with the wind of 10m velocity. As predicted, the fire spread along one side of a street with Machiyas. However, the opposite side of the street caught fire with a time lag showing the width of the street served as a fire barrier. If an Ashigaru district faced the street, the fire advanced with a similar time delay. In a

Samurai distirct, only the residences that faced the street caught fire while the other Samurai residences have escaped the fire.

Conclusion

From the outcome of our simulation, we have drawn the folloing conclusions: (1) The continuous Machiyas along the street spreads fire by one caught fire from the next as predicted. (2) The fire has also spread into the adjoining Ashigaru houses. (3) Although many of Samurai residences were influenced by radiant heat, they did not catch fire. (4) The most effective fire barrier was open spaces such as wide streets and gardens. (5) It also proved valid that the fire-fighters demolished buildings to prevent fire in the Edo Era. (6) However, there was almost no effect of mud walls as a fire barrier. That is why the height of mud walls were only for privacy and as low as 2m.

Our simulation, though it is still preliminary, produced some insight into how the actual fires spread in the castle town and what were the fire barriers in those days.

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Identity and Public Space in Post-Communist Cities

The fall of the Soviet Union and the communist system changed not only the social organization of the society, but also marked the spatial, functional and planning structure of the cities. One of the important factors, which have influenced and still have impact on the processes of former Soviet cities transformation, is the identification of their population with different social, religious, national or political values. The roots of this identification go back both to the history and to the present processes, which take place in the society. The formation of new and the reconstruction of already existing public spaces of cities reflect the complicated process of search for the modern collective identities.

The interdependence between the function and the identity of different public spaces has been considered using the examples of the most famous squares of the former USSR capital cities (Kyiv, Moscow and Tbilisi). The research has shown that six identities (national, local, global, religious, political, Soviet) and five main functions (ritual, representative, entertaining, trade, memorial) are dominant in these spaces. None of the considered squares possesses the whole mentioned range of functions and identities, but exactly this field describes the significance of every particular public space for the city and the society. Moreover, the significance of some considered squares is not only of the local, but also of state character.

Under the influence of social and political processes the public spaces of cities can change their function and identity. This can be done with the help of architectural and art means, which become the figurative communicators of social processes and new or renewed identities. But these newly created architectural and art groups of public spaces of the cities have, together with the functional role, their own influence on the formation of new social upheavals and identities. The chain of transformations: social identity – identity image – new identity moves constantly in time, and its conservation or vice versa, the frequency of changes depends on the processes, which take place in the society. These processes may be of both inner and outer origin. The specialist, who plan and control cities must be aware of these processes and be able to recognize them. The adequate reaction to these processes and designing the possible development scenarios will give the opportunity to make more precise predictions about the consequences of the city building changes, planned in the cities and their public spaces.

Reinventing Strategic Planning in Post-socialist Cities: Experiences from Sofia

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Strategic spatial planning at the regional, national and supranational level has become popular in western Europe and is actively promoted by European Union initiatives. This resurgence of interest is driven by the persistent problem of coordinating public policy in particular localities; the search for ways of making urban regions more economically competitive by developing their collective "asset base"; and the parallel search for integrated planning, spatial forms and relationships to promote sustainable development. Recent planning experiences in post-socialist cities indicate a growing interest in strategic spatial planning. Most capital cities from the Baltics to the Balkans have gone through a process of strategy development in the last ten years with a varied degree of success. A number of secondary cities have replicated the process giving an impetus to a range of strategic planning politics. While strategic planning is not necessarily embedded in the planning legislation, it appears to provide a much-needed link between the traditional comprehensive land use planning and fiscal and financial planning carried by municipal bureaucracies. In their search for new planning paradigms and more flexible approaches to city planning, municipalities in transition countries have embraced strategic planning as a way to involve the business community and the broader constituency in defining a vision for the future. More importantly, this more proactive approach has created an opportunity for mobilization of funds and political support for urban development thus bridging the resource gap under a regime of fiscal austerity. It appears that strategic spatial planning has evolved as a parallel instrument to statutory land use planning as well as regional planning. The latter, imposed by EU guidelines, is perceived as a bureaucratic budget enlargement exercise, with limited comprehensiveness and public involvement.

This paper explores challenges and opportunities for strategic spatial planning in post-socialist cities. Drawing on Sofia's experience with strategic spatial planning, it outlines the essential characteristics of the process (plan-making) and the product (strategic plan). It establishes clear links between the process of strategy development, its institutional framework and the hierarchical structure of goals, objectives and actions. The case study is one of the few examples of strategic planning in transition countries where the process was perceived to be equally important as the product itself. As such, it provides important insights for planning practice in the context of rapid economic, social and institutional change. It is important to position strategic planning experience in the overall institutional transformation associated with the transition to more democratic governance. The new market regimes do not necessarily have a coherent ideology but have adopted the laissez-faire approach to planning and public policy. Institutional structures in Bulgaria and other post-socialist countries are in a state of flux with old and new organizations co-existing in the present environment, often confronted by new rules/legislation/policies and new institutional actors. As a result, planning institutions have to redefine their mandate in a new and more diverse (economically and politically) institutional mosaic. The traditional tools of land use planning, sectoral infrastructure planning and financial management – a powerful socialist legacy – are still imbedded in the planning legislation and planning practice. Municipal planning departments operate in isolation maintaining a working etiquette of "closed office room" and experiences with public consultation in the planning process tend to be limited. These are significant factors that influence the design of the strategic planning process and its outcome. Using Sofia's as a case study the paper aims to explore the following issues: What type of process leads to more inclusive and participatory formulation of strategic goals and objectives? What institutional arrangements/arenas need to be created to ensure its success? What are the major clusters of issues (plan content) that need to be addressed? What are the lessons learned?

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Revitalisation of Cities – Preconditions, Requirements and Instruments;
a Case Study of Lodz

Urban space accumulates a variety of processes and functions making cities the most complex type of settlements. Numerous cities in Poland are facing a number of negative factors, including a great renovation gap as well as socio-economic impacts of globalisation and system transformation of the early 1990s. The so-called post-industrial cities have found themselves in a particularly difficult situation. Apart from the negative factors already mentioned above, these cities suffer also from a mismatch between the development of public space and the changing functions that are to be fulfilled by these cities today. Failure to undertake measures against these problems may lead to increased pathologies, particularly in the centres of cities. Therefore, undertaking revitalising actions seems necessary.

Revitalisation is a process aiming at a reconstruction of downturn areas. Bringing life back to these areas is thought of as a way to ensure a stable development of the city through adjusting the existing spatial development to new functions and requirements. However, revitalisation does not concentrate only on building renovation. It may and should be implemented also in three other spheres, namely social, economic and cultural. Therefore, revitalisation involves multiple local actors and aims at a social, economic and cultural development of a city. It is particularly vital for those cities which lost their leading functions due to socio-economic changes.

The proposed paper will concentrate on presenting the instrumental side of the process of revitalisation. The author intends to present and discuss a number of instruments, from financial through legal and institutional to material and informational, which may be used in a process of revitalisation. The paper uses the example of Lodz where an extensive programme of revitalisation is currently being developed and discussed.

Lodz is a good example of such a city. Formerly a center of textile and clothing industry, nowadays a city with many post-industrial areas which require immediate revitalisation. Furthermore, many buildings in Lodz were constructed during the inter-war period and have not been renovated ever since. This problem is particularly pressing in the city center.

Revitalising old cities is going to play an increasingly important role in Poland as well as in the other Central and East European countries, mainly due to their historical paths of development. Urban planning needs to recognise this demand and adjust to it in order to perform its functions successfully. Therefore, outlining this concept, while emphasising certain regional peculiarities, seems vital for further development of urban planning in these countries.

Track 13: Information Technology in Planning

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List of Abstracts for Track 13

Statement of Track Chairs

Information technology is pervading society at a dramatically accelerating rate which includes education in the planning profession. The impact of information technology on the structures of cities and regions is a topic for wide discussions.

This track does not intend to be purely directed at the specific technological aspects of GIS and CAD, but looks at process and the ways that information technology can be (best) applied as a tool in planning. In other words, the track will investigate the wider picture of the role of technology within planning (and urban design), highlighting the changes in the meaning of space, place, distance and time as the determinants of location. This might include virtual spaces as well as real places, addressing the consequences of the rapid development of information technologies on existing spatial structures. The digital city – in its broadest sense – is to be used to design and develop the real city of tomorrow. Digital cities may be regarded as working models for the city of the future.

In order to harness the current opportunities and benefits afforded by information technology, three areas of concentration have been defined:

Applications

– How to determine the spatial developments of urban environments and agglomerations in the face of the growing use of the new technologies? How to convert data into information, knowledge, and intelligence?

– Modern information technology is a newcomer and the application of this technology is still in its beginnings, although rapidly increasing. The amount of available data is growing rapidly and the tools for manipulation and analysis of these data and this information are becoming more accessible and easier to use.

Process

– How can IT be best integrated into the design and planning process? How to handle growing complexity in the planning process?

– Information technologies offer the opportunity to develop new social processes and structures – processes that shape our cities and regions under the influence of information and communication.

Implications

– How does IT shape the growth of cities and regions? How to soften or eliminate negative development trends?

– It has to be recognized that technology has profound effects upon society. Of particular interest are the ways in which technology will manifest itself in changing land use patterns, especially with respect to the contemporary problem of suburban sprawl. Old methods are unlikely to work in the new situation.

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From Proximity to Accessibility – a Spatial Logic of Public and Private Services in the City

The objective of this work is to examine the changes of city structure and basic services and to analyse the physical and cultural forces driving the change.

The urban areas of western countries are moving towards a poly-centric, networked structure. Network is understood in physical, ecological, economical and sociological terms. In this setting different parts of the city take different roles and the quest for connectivity, amplified by the dominance of private car as the preferred mode of travel, drives the development.

Many modern European cities, including our case-city Tampere (200 000 inhabitants), grew strongly after WWII and were planned as hierarchically decentralized structures. Tampere Master Plan 1972 presented the planned extensions of the city for the next 30 years along with a hierarchical system of service centres. The implementation of the

Master Plan was relatively successful, except for the dislocation of services. During 1980s and 1990s large-scale retail left the city and sub-centres in favour of out-of-city sites with low land price and maximal accessibility by car. New sites allowed the logistical rationalisation of the retail supply chain to be completed. Public services were still bound to their planned locations, based on the proximity and availability for all city dwellers. The spatial structure of public services remains as an echo of a controlled structure of welfare society. The changes in retail network show instead a new powerful spatial logic of network-based economic structure.

The emergence of this socially controversial urban structure was gradual, but resulted in increased autonomy of different networks. Rather than planned, city of Tampere became more comprised of superimposed, morphologically different activity layers that met in certain nodes - concentrations of people, activities and information.

To explain the scalar changes an accessibility analysis of road network was executed. A GIS extension module was created to analyse the level of integration in the road network. Thematic maps were created to present the relative accessibility of different elements. Because the accessibility was derived directly from the structure of network, it was possible to analyse retrospectively also the road network of 1960 and 1980.

To analyse the nodal qualities of urban areas and the real action spaces of inhabitants a travel diary survey was utilized. The flow of people during the day was presented along with the purposes of the visits. The analysis revealed the different characteristics of nodes, especially the mix of uses and the temporal changes in the intensity of use. It also pointed out different profiles of people and their use of city based on age, sex and mode of travel.

A comparison to the Master Plan 1972 and the accompanying Road Network Study shows how planners failed to recognise the economical opportunities raising from the accessibility the modernized road network provided and the reliance on the model of city dwellers as rational decision makers living a lifestyle where shopping and recreation were subordinate to dwelling and working.

As a consequence of changing structures and loosening spatial restrictions, many modern cities, like Tampere, are becoming more a hybrid of planned and unplanned. The new concept of city needs new analytical tools to identify the changes and to support meaningful planning interventions to the city. Completed research provided a set of tools for analysing the city and forms a basis for further research on the design models and tools for the network city.

New Chalenges for Education in Planning
in the Information Society Era

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Rapid changes in communication technologies give an impulse for creating new society - the society based on communication and knowledge. This process means not only the simple change of computers on the desk and broader access to high-tech equipment, but also a deep transformation of entire society.

The fundamental aim of the publication is presenting the author's reflection on how much this change refers to professionals involved in spatial planning, particularly in Poland. Two aspects are of the special concern: (1) if and how the usage of modern communication and multimedia technologies influence or change the spatial planning education process and (2) in what way spatial planners respond to the information society challenges, especially in terms of access to knowledge.

Planning education process, in the challenge of the era of information society supposed to be examined in two ways: firstly, how it utilize modern methodologies and techniques and secondly, how information society influence the content of the programs. Regarding the first problem we have to realize, that in the counties of Central and Eastern Europe there are no standards for utilizing information society's technology by academic teach-

ers including those involved in spatial planning education (in Poland such a minimal standards are defined only for pedagogy lecturers). The usage of multimedia tools is always an independent decision of individual lecturer. It is perhaps worth discussing if at least minimum requirements of the usage of ICT tools in the planning education process should be establish with a special regard to the PhD programs in planning. Regarding program aspects of planning education in terms of it's relation to information society at least two requirements should be fulfilled: efficient usage of advanced spatial information applications and understanding of information society development mechanisms and tools (as for example telecommunication infrastructure). Even short review of spatial planning education programs in Poland allow risking opinion that – they concentrate themselves almost exclusively on the first, technological level – i.e. using of suitable CAD and GIS tools, while the other aspect is rather neglected.

The modern era requires from all professional constant effort in widening knowledge. In Poland, there is a lack of mechanisms enabling planners an easy access to additional professional training or post graduate education. There are rare and non satisfactory opportunities for constant learning, and e-learning programs are practically non existing. Poland isn't of course the only case. Practically in whole Europe (apart from Scandinavian countries) there is not much offer for distant post graduate training for planners that would enable professionally active people extend their knowledge without interrupting the normal career and without time consuming travels to universities. In Europe including Poland it is also worth noticing the lack of "virtual" cooperation groups within planning profession. The number of professional discussion groups are limited and they are not very active. As an example: an American PLANET mailing list (electronic mail of lists intended the one promote e-mail communication among urban planning educators) contains approx. 1600 participants and not many of the European lists exceed 10 of them!

The practical aim of this publication is the proposal of a new forms of education in planning with special regard to e-learning methods. The new form and methodologies will be proposed and some minimal requirements of such trainings should fulfill, and will be discussed. Also the role of using ICT and multimedia tools by lecturers in planning education process will be examined.

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Computer-generated Solutions for the Composition of Europe by Means of Swarm-like Behaviour

The goal of this paper is to guarantee a certain level of performance in an urban area (e.g. Europe), through user-defined performance measures, a swarm-like model and the calculation power of the computer. The performance measures, once established, are translated into forces, which in turn affect distances. The relative influence of the performance measures on the optimal result is investigated, by assigning a relative importance (weight) to each measure. Hence, one can vary the relative importance. By giving the performance measures weights, each user can express his or her vision of the area. The users of the computer program, e.g. inhabitants, stakeholders, municipalities, governments and of course urban planners from all over Europe can express their vision of Europe, without having to understand the exact internal workings of the performance measures and the computer program. In this paper I particularly treat performance measures that are relevant to urban and regional planners, urban designers and the future users of the area.

After the users establish the relevant units (e.g. houses, shops, employers, green spaces, roads, etc.) in an urban area, an optimal solution is pursued by the algorithm, by treating the group of units as a swarm. In a swarm, such as a swarm of bees, each individual unit has a set of rules (which I will replace by performance measures), which usually results in emergent behaviour of the group as a whole. The performance measures

are translated into forces, directed towards an optimally performing spatial configuration. The model described is implemented on a computer. Usually such models are confined to a grid, in which the units are unrealistically limited to places on the grid. Here, however, I let the units take on any position (e.g. accurate to millimetres) in a three-dimensional volume of several ten thousands of kilometres diameter (e.g. Europe). The height is also present as a movement-axis for the units. Moving in the height direction – be it up or down – however, is not free, and for example a performance measure for excavation and building costs, will drive units towards the zero height level. When the configuration has stabilised to some optimal solution the units, until now treated as points, blow up to some predefined volume, giving them the body and space they need in reality. The user can select a different set of rules for this process. The computer program gives him or her total control over the development of his or her vision into a spatial configuration, while guaranteeing a certain level of performance.

Two-Hour Recipe for Effective Regional Planning – Reflections on a Visioning Exercise

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The exercise described in the paper, titled – "Reality Check" (http://www.realitycheck-washington.org) is an example of using innovative technology in effective governance. The project's mission was to design a game where players allocate 2 million new residents and 1.6 million new jobs in the Metropolitan Washington region (official numbers for 2030). This "game" involved 30 tables, each having 1-map/10-players (hint: Combine Monopoly, Lego, and SimCity, together to get an idea!). This recently completed exercise, quoted in the Baltimore Sun, February 3rd, 2005 as – "a rare opportunity for leaders to discuss growth issues …" and in the Washington Post as – "… a rare attempt at regional planning in Washington [DC] …", is expected to be replicated elsewhere in United States to direct and influence approaches to growth management.

The Metropolitan Washington Council of Government's recent report projecting growth predicts that the region will add more than 2 million new residents and 1.6 million new jobs by year 2030. The project dealt with all the stages in the development of a hugely successful visioning exercise amongst multiple stakeholders intended towards regional distribution and effect of such growth. The one-day exercise, partly masterminded and coordinated by the author, involves 30 tables, each having 1-map/10-participants. The process can be reproduced for regions spread over one or more jurisdictions.

The paper describes the process of creating, shaping, reviewing and evaluating the regional visioning exercise, specifically looking at the challenges related to creating a regional GIS database and effectively using it in mapping, discussions and post-process evaluations. Three basic challenges were – one, create a physical map with adequate information but simple enough to understand and encourage regional thinking amongst various policymakers. Two, digitally translate above information. Three, devise methods to post-process data and calculate useful indicators.

The process was aimed at optimized use of data with visual legibility, fast data-transfer mechanisms between physical and virtual maps and real-time feedback. To accomplish this, population and employment data (besides other layers), collected at the Transit Analysis Zones level are re-aggregated into 1 square mile blocks to match precisely with a similar grid incorporated into the virtual map. During the exercise, participants expressed their ideas on the physical map using different colored Lego® blocks representing population and employment. The reference grid then helped convert such data into spreadsheets for analyzing results across various groups using various ArcGIS® extensions, planning support systems and macros. The post-event analyses were done using polygonal grids (vector GIS) presented as synthesis and agreement maps (average and standard deviation) and indicator tables (outliers). The final part of the paper discusses the results of the game and how the final indicators relate to the existing sce-

nario indicators. The paper also draws together literature to make a case that effective collaboration amongst regional agencies, anywhere in the world, can lead to wider understanding of issues related to uncontrolled growth and lead to better policymaking.

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The Emergence of Information Technology in Municipal Planning in Portugal

The emergence of information technology in planning practice at the municipal level is a recent phenomenon in Portugal. It began with the introduction of CAD in the provision of municipal services; it saw the introduction of GIS (with many problems still unresolved) and more recently the use of INTERNET as a means of developing new relationships with citizens. IT offers new possibilities for achieving interaction with the public – a key objective of planning. Since these technologies are used to interconnect most municipal subsystems, the city's planning system can interact positively, and proactively, with them. Debate on the concept of Digital Cities started in Portugal in the late 90's when IT was first used to inform the citizen about decisions taken by the municipalities.
Digital Cities are cities that are capable of sustaining the present and near future demands of the city users, providing its inhabitants security and happiness while adopting planning tools and practices suited to the local requirements.
Cities in Portugal are faced with different challenges that are specific to their complex character and stage of development. The issue of Digital Cities in Portugal is still in the beginning but it recognized as one of several measures to address the problems confronting urban planners of today.
Our case studies consider the experience of Almada, Oeiras, Aveiro and Peninsula de Setúbal in developing:
– inclusive access to IT
– the use of IT by the population
– the promotion of innovation
– the promotion of competitiveness
– the promotion of social cohesion.
These projects try to create "Portals" that provide and promote access to information on local government, economic enterprise, education, health and tourism. There are also projects to create electronic forums accessible by all, as well as virtual communities.
The municipalities aim to have as many services as possible available on-line (forms for download, tax information, etc), as well as providing public information on political representatives municipal decisions, competitions for projects, access to libraries, museums and other cultural facilities.
The projects also take account of the hardware infrastructure: regional and municipal network infrastructure, and the provision of internet broadband access points to the public. Some include ambient monitoring systems, with information available on-line to the public such as the integrated management of public transport, parking management and emergency situations. The municipalities have also taken the opportunity to improve their GIS systems transforming them (in the case of Aveiro) into an inter-municipal system.

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Parametric Urban Design

As a discipline embracing elements of both urban planning and architectural design, urban design must bridge quantitative as well as more intuitive and artistic methodological approaches. As urban design often takes place in the public arena, it cannot rely solely on internal artistic criteria for validation but must meet external criteria for validation as defined by the public interest. The design outcomes of urban design, in other words, must mediate objective and quantitative criteria – or parameters – and more

subjective and qualitative criteria for good design. And as the validation of good urban design in the public arena is mainly argumentative, urban design must be explicit about its design criteria and systematic and conscious about its own design process and methodology.

It is the thesis of this paper, that the application of a parametric design approach to urban design has great potentials for improving the systematic testing and subsequent argumentation for urban design proposals carried out in the public arena.

Parametric design has so far mainly been applied to architectural design, as a way to streamline the application and design of building components of parametric similarity. There are several advantages of parametric design. Individual components may be integrated in the design in a "rough" or sketchy form, as their refinement may be updated across a complex design at any time during the design process. Parameters may be set individually for each instance of a parametrically defined design component, allowing for individual adaption and variation across a complex design. Furthermore, the parametric design logic facilitates systematic testing of different design solution during the design process.

The "components" constituting an urban design also share similarities that may be defined parametrically. Hence, aspects such as density, use, mix, form, space, and typology – aspects that typically pertain to urban design – may all be defined parametrically. By doing so, it is possible to not only perform a systematic design process, but also to evaluate the pros and cons of scenarios with different parametric settings for each parameter. And by the application of suitable CAD software it may even be possible to do it within a timeframe that leaves room for more artistic and qualitative aspects of urban design.

On the basis of a theoretical discussion, followed by a case study in the form of a parametric urban design student workshop evaluation, the paper will discuss the nature and scope of parametric urban design, draw some preliminary conclusions, and outline some possible perspectives for the development of parametric urban design as a design methodology for urban design in the public arena.

Adopting a Public Participation Combined Strategy (PPCS)

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We live in an era in which global and collective ideologies and processes shape our lives. Among these forces are democracy, in its various forms, massive utilization of Information and Communication Technologies (ICTs), a growing environmental awareness and ongoing globalization and decentralization processes. These exact forces are partly responsible for encouraging a more bottom-up and direct approach, where local and individual forces and needs are introduced and are given "a voice". The combination of these forces serves as a robust ground for and leads to openness, exploration and experimentation of new ways, aimed at engaging and involving a wider part of the public in planning and decision-making processes.

The "Public Participation Combined Strategy" (PPCS) stems directly from this complex point of view. It tries to represent a realistic and balanced way to empower citizens and enhance their understanding and realization of democracy and participation in the planning process. The basic assumption is that a good participative strategy should be an inclusive one. It should offer appropriate opportunities to participate and address various needs and objectives, hence resulting in a maximization of the participation potential. In order to achieve this effect, the PPCS is designed in a way that it mediates and integrates different "quasi-opposite" aspects: 1. internalizing and reflecting both global trends and local needs, capabilities and possibilities. 2. Enabling individual and collective engagement and direct and in-direct involvement in the participation process. 3. Enabling activity through different space and time contexts 4.Applying both "traditional" (not on-line) and innovative (on-line ICTs) tools and methods.

While applying ICTs in a participatory process can be seen as a great opportunity to address some of the shortcomings of "traditional" methods, it also has its drawbacks. The notion that lies ahead, regarding on-line tools, is one of a transition phase; on the one hand "Information and Knowledge Society" is just around the corner and information availability is "7/24". On the other hand, equal access to data, information and Knowledge still remains a task to be obtained. One possible solution to this challenge could be a combination – taking and maximizing the overall benefits of both "traditional" and on-line tools and minimizing the overall pitfalls.

The PPCS was constructed and tailored in response to a tender for an urban and public space master plan, published by the Kiryat-Ono municipality – a 30,000 inhabitants' town, located near Tel Aviv city. Planning the urban public space, which the citizens are its main "customers", means dealing with issues and topics that concern the daily lives of a vast number of citizens.

The PPCS corresponds with the stages of the planning process, enabling different levels of participation and utilizing a mixture of various tools and techniques in each stage; from neighborhoods' tours and surveys, public meetings, drop-in centers, planning day, design-in workshop to on-line tools.

The internet (municipality website) is utilized through the whole process as a medium of disseminating information, creating local knowledge and as a channel of communication between the local authority, planners and citizens. In addition to publishing updates, announcements and text materials in the various stages, online questionnaires, discussion boards, and a Virtual Environment (VE) software of the town are integrated. The VE serves as a tool to exchange and create local knowledge and enables the citizens to:

1. familiarize with the urban public space (flying, walking etc.)
2. Get information (data, pictures that were collected in prior stages) relevant to chosen elements in the virtual public space (i.e. a garden)
3. Answer an online questionnaire regarding the chosen elements.

By creating a strategy that uses a variety of tools, is conducted in different physical places (home/public buildings/field) and throughout different hours of the day, a complimentary effect is established, contributing to a wider extent of public engagement and ensuring a more inclusive process.

What global and local trends affect a participatory planning process? How to create an interest and an inclusive process? What are the advantages and disadvantages of using on-line and "traditional" methods? By what means can the public participation extent be enlarged? These are among of the questions that will be discussed.

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Central European GIS MetaDataBase (CEGIS_MDB) Project

The goal of CEGIS
MDB project (Central European Geographical Information System MetaDataBase) was to offer an overview of existing GIS data in central European countries: Czech Republic, Germany, Austria, Poland, Slovakia, Hungary and Slovenia. The project focuses on the GIS data that are of some importance for spatial planning on the national and regional level with regard to cross-border co-operation. The two general goal of the CEGIS-MDB project were:

– to make an inventory and comparison of existing sources of GIS data in particular national information infrastructures. The inventory was focused on the GIS data used in the process of Spatial planning.

– to create commonly shared metadatabase and vocabulary of the GIS elements usable for cross-border planning.

The project addresses several facts that newly occur in front of spatial planning. The spatial planning that is of interdisciplinary nature draws the data from diverse fields and sectors. The diversity of data sources needs to be addressed by an information services

that would access the sources relevant for spatial planners. The fact that GIS data that are not produced primarily for spatial planning and are therefore used in spatial planning as secondary data, should lead to metadata community profile for spatial planners. The intensity and extend of inter-territorial cooperation is growing and must be followed by integration of national and regional GIS data infrastructures across Europe. This urgent need is addressed by several international initiatives (OpenGIS, ISO, INSPIRE, Etemii). Those initiatives are initiators of the process of data standardization and homogenization. Taking into consideration the diversity of data and differences of spatial planning cultures of particular countries in Europe we can assume that the process of integration will be very slow and priority will be placed on homogenization of general reference data.

The mission of CEGIS

MDB project is not primarily standardization or homogenization of GIS data but rather to support businesslike understanding among spatial planning communities. The project is doing so by creating the dictionary of concepts enabling GIS data content description common for central European countries. The dictionary helps to diminish the language differences and uncover semantic differences among GIS data of various national and regional producers.

There are two tangible outputs of the project. The first is "Database of information sources" web application that records the institutions producing and administrating GIS data, data portals, data registers, web services and databases. The second product is "Dictionary of data elements" web application that offers the names of data elements in seven national languages referenced to common terms in English. Both web applications offer high interactivity, user friendliness and public accessibility on http://gis.cvut.cz.

Track 14: Sustainable Spatial Development

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List of Abstracts for Track 14

Statement of Track Chairs

"Sustainable development is development that meets the needs of the present genera-
tion without comprising the ability of future generations to meet their own needs."
Based on this definition that was published in 1987 by the so-called Brundtland
Commission, a commission established by the United Nations, the European Council
decided upon a "European Strategy for Sustainable Development". This strategy names
six areas that are not sustainable at present. The wellbeing of humans has to some
extent been irreversibly endangered by climate changes, threats to public health, poverty
and social marginalisation, the aging of society, the reduction of biological diversity and
traffic congestion. All of these problematic areas are viewed as being of top priority and
both their causes and effects bear a strong spatial relatedness. Accordingly, the task of
spatial planning is to offer new and creative solutions in various issue and spatially-relat-
ed contexts; solutions that will help respond to the mentioned non-sustainable develop-
ments in the future.
This track combines all those papers that deal with the possibilities of spatially related
planning and contribute to the specification or implementation of the principle of sus-
tainable development.
Or to phrase it differently, this track bundles all efforts to find spatially related solutions
aimed at conserving natural resources and the environment and at improving the quality
of life of individuals, as well as solutions that leave leeway for future decisions and initi-
ate self-organised development processes.
The contributions may deal with sustainable urban development in an integrative way or
with sustainable rural development. Alternatively, they may address spatially relevant
sub-topics, such as sustainable energy supply, supply of daily goods and services, trans-
portation, tourism, etc. Contributions are also welcome that deal with the organisation
and implementation of relevant planning processes or with the establishment of new
facilities for education and continuing education in the field of sustainable spatial devel-
opment. The importance lies in the innovative character of the examples, whereby the
conservation of natural resources and the environment and the balancing of interests
are viewed as the central constitutive elements of progress.

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The Roots of Ecourbanism

We are currently working on giving meaning to the concept of Ecourbanism. In some
ways Ecourbanism is the very opposite of New Urbanism, which copies and uses old,
very often Medieval forms for their urban concepts. It would appear that New Urbanism
primarily focuses on the built form as some sort of formal artistic expression.
Ecourbanism, on the other hand, is based on scientific investigations and, we could add,
is more focused on function than on physical form.
This paper presents the ideas and thoughts of three of the pioneers of modern-town and
country planning that were presented during the last half of the 19th century and the
two first decades of the 20th century, from 1850 to 1920.
Ildefonso Cerdà (1815-1876) is the oldest of these three pioneers, followed by Patric
Geddes (1854-1932) and Ebenezer Howard (1850-1928). Cerdà worked most of his life-
time in Barcelona and is known as the person who created the concept of urbanism. It
is worth remembering that in using the phrase urbanism, Cerdà claimed that it included
both the physical structure and the social system and saw the latter as being more
important than the former. His most important work on this is his voluminous book from
1867 on the general theories of urbanism, and also his extension plan, Eixample plan
from 1859, as Barcelona is one of the icon city plans in city planning history.
The Scottish biologist Patric Geddes is an important source when looking for the roots of
Ecourbanism. He pioneered a sociological approach to the study of urbanization, and

firmly belived that town planning must be based upon detailed surveys of "Place, Work and Folk" in the city, as he put it out. From his "Outlook Tower" in Edinburgh, he argued that the city must be understood in context of a larger region, and thus coined the term "regional planning". Like Cerda, he was among the first planners to apply principles of ecology and social sciences to city planning.

Ebenezer Howard, a man with no formal education either in architecture or city planning, who through his two books, Tomorrow: A Peaceful Path to Real Reform, 1898, and Garden Cities of Tomorrow, 1902, introduced the concept of combining the quality of the countyside with the urban city, has had an enormous influence on town and country planning for half a century, dating from about 1900. These ideas have been used freqently and can be looked upon as an inspiration for concepts such as Green Belts and New Towns.

The ideas, writings and projects of these three visionay persons together provide a historical base when working on giving meaning to the concept of Ecourbanism.

In addition to looking at the work of these three persons, the paper will also provide a more specific reflection on Ecourbanism itself and how this concept can be used as a theoretical base for resilient and humane cities in the future.

Spatial Planning for Sustainable Development, a Case Study in Five Municipalities

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At Luleå University of Technology (LTU) a research program has been established since 2004 with focus on assessment and development of methods and tools to support integrated spatial planning for sustainable development. The theory and methods that originates from the SAMS project, which ended in 2000, are further developed in several projects. (SAMS = Environmental objectives and indicators in spatial planning and strategic environmental assessment).

The aim of the research program, at LTU, is to illuminate the role of spatial planning in promoting management of the resources in municipalities with special focus on renewable energy and transportation. The programme will further develop knowledge about ways of collaboration and methods used working in spatial planning. Tools will be developed in order to facilitate the integration of sustainability objectives into the planning process. In the programme, for instance, analyses will be made on how spatial planning can contribute to more energy efficient municipalities and also to more efficient supply of energy. The relations between spatial planning and other types of means to achieve sustainability will be considered as well as the importance of a wide dialog with different participants in the planning process. Tools and the methods shall be developed to support local participation in the planning process.

The work are made in close collaboration with five case study municipalities within the Swedish Energy Agency, Research and Development programme "Sustainable municipality" and thus directed towards the support of the local planning processes by introducing and testing knowledge about methods and tools in spatial planning. Joint seminars with representatives from all the participating municipalities mixed with seminars in each of the municipalities, together with their planning working groups, and other activities constitutes the bases for research, development and also assessment of the tested tools and methods.

Within the program several doctoral students projects are co-ordinated such as:
– Development and use of Planning Indicators in Spatial Planning for a Sustainable Development.
– GIS as a tool to better clarify and handle environmental objectives and indicators in spatial planning.
– Evaluation of the interaction and social contacts among the professional planners and the politicians in each of the municipalities, in their development of the planning process and the use of new tools and methods, will be analyzed with Social network

Analysis.
– Evaluation of how the process of introducing new tools and methods from research has been supporting the municipalities planning process will also be made.
– ...
Preliminary results will be presented.

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Nature Management Plans as a Tool to Facilitate Decision Makings Processes

Nature conservation is one of the issues the European Union deals with. Most important regulations in this respect are the EU Birds Directive (79/409/EEC) and the EU Habitats Directive (92/43/EEC). Both directives aim at establishment of a European ecological network, called Natura 2000. In order to create this network, EU Member States have to identify sites that are important for species or habitats.
The basis for this selection should be given criteria as described in both directives, together with relevant scientific information. The sites will be designated as a special area of conservation (SAC). Additional to the designation of sites, Member States have to implement laws, regulations and administrative provisions necessary to ensure the protection of natural habitats and wild flora and fauna. In this paper we will focus on the Habitats Directive. This directive formulates requirements for all special areas of conservation (including areas designated for the protection of birds) and it therefore most relevant when studying the implementation of the directives in spatial planning.
In the Netherlands, the implementation of the Habitats Directive has caused several problems, such as delay of planning processes (due to clashing interests). Many conflicts ended up with judicial intervention. An important cause of these problems is the improper and/or insufficient implementation of the requirements of the Habitats Directive into national legislation. Only recently (February 2005) this implementation has been fulfilled. Because of the fact that it was unclear which legislation (national or European) was to be followed and how this should be done, many decisions have been taken without taking nature conservation objectives into account. The Habitats Directive requires that an appropriate assessment must be made of any plan or programme likely to have a significant effect on the conservation objectives of a site which has been designated. Due to insufficient knowledge and lack of information this requirement was seldom met.
The conflict situations in the Netherlands started a national discussion about nature conservation policy and about possibilities to avoid similar problems in future decision making processes. One of the solutions mentioned, is the formulation of management plans for all designated sites. Therefore the obligation to formulate management plans is included in recently accepted Dutch nature conservation law. These management plans should clear management objectives and ease assessment of plans and projects with possible effects on protected nature values. Despite the fact that no management plan has been made yet, and no-one knows how they will function, the expectations are high. In our paper we shall review the possibilities of these management plans and the role they can have in decision making processes, from a planning perspective. From an analytical point of view, spatial planning comprises spatial arrangement as well as organisational and procedural arrangements. Questions on spatial arrangements address the actual, physical object and primarily involve substantive knowledge and spatial concepts. Planning also requires knowledge of administrative aspects, of the way in which a decision-making process is conducted, of procedures and organisational structures and of the role of stakeholders involved in the entire process.
Described problems related to implementation of the EU Habitats Directive show that both aspects of spatial planning are important. Assessing possible effects on nature values and finding possibilities to avoid or reduce them, are subject of the spatial arrangement. Besides these problems, nature conservation also rises institutional problems.

Nature conservation legislation is sectoral formulated and only deals with nature conservation objectives; activities, plans or projects with other objectives have to be weighted against these nature conservation objectives. In practise however, there are (almost) no areas in which nature conservation is the only objective. Nature areas are for instance often used for leisure purposes, for water storage, agricultural use and are influenced by roads and their traffic, by water or air pollution, etc. As a consequence of implementation of the Birds- en Habitats directive, for many (all) designated areas activities and plans have to be assessed. Important questions are: Who is responsible for these assessments? Who should be involved in decision making? And who should make the final decision about these activities and plans?

The relevance of organisational and procedural questions can not be neglected. This implies that nature management plans should not only include the formulation of nature conservation objectives, but also facilitate decision making processes, including participation of a wide range of stakeholders in a certain area. We will argue that this multiple role requires nature management plans to do more than just manage nature.

Brownfields Redevelopment and the Sustainable City: Vancouver's False Creek and London's Greenwich Peninsula

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The redevelopment of brownfield sites offers cities a unique opportunity to reshape, regenerate and re-imagine themselves. Because they are flagrant examples of unsustainable development, the proliferation of brownfields should challenge us to rethink the way we use land, and the way we build our cities and economies. However, all too often the redevelopment of brownfields follows conventional norms in pursuit of conventional goals of economic development and lacks integration with concepts of sustainable development (De Sousa 2004). However, waterfront and inner-city brownfield sites offer wonderful opportunities to create more sustainable cities by greening urban cores and implementing compact, eco-neighbourhoods (Barton 1999). Two notable examples of attempts to integrate sustainability into major brownfields redevelopment projects are False Creek in Vancouver and Greenwich Peninsula in London. The shores of False Creek have witnessed several phases of redevelopment, each offering different conceptions of sustainable urban development. The first redevelopment projects along the south shore of False Creek followed a nature-in-the-city model, creating low-rise, walkable communities with extensive urban greening. The second phase of projects along the north shore of False Creek followed the compact city model and were characterized by high-rise towers set among park space. The final and future phase of redevelopment along the southeast shore of False Creek has been driven by a deep concern for integrating sustainability through green building certification and ecological design.

In England, the government's goals of addressing the need for additional housing in the Southeast of England while preserving the greenbelt, have led to a focus on numerical targets for locating new housing on brownfields. Thus, brownfields redevelopment and sustainable development have become almost synonymous in the U.K. The links between sustainable development and brownfields are even more apparent in England's Millennium Community Programme. The goals for the Millennium Communities Programme are to add a significant number of new housing units, all on brownfields, and employing the highest quality design in order to set new standards for socially inclusive, energy efficient, and environmentally responsible development. The first and most complete Millennium Community is located on Greenwich Peninsula in London. This paper summarizes these projects and evaluates the environmental performance of the redevelopments of former brownfield sites at Vancouver's False Creek and London's Greenwich Peninsula. The evaluation criteria used in this analysis included land consumption, travel behaviour, and livability. Data sources for the evaluation included a resident's survey, project design data, and census data. Results indicate that former brown-

field sites can offer significant advantages over greenfield sites and thus contribute to reducing the environmental impacts of urbanization.

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At the Edge of the Formal

This paper describes the "edge of the formal", areas in the urban fabric which lie at the intersection of two types of environments: the "formal" one, which is controlled and determined by planning regulations and the "informal" one, which is largely shaped by the people, escapes strict planning restrictions and has fundamentally different social-spatial characteristics. The latter has been shown to be found "acceptable" by governments under certain conditions, e.g. when a government does not expect any benefits from interference and, at the same time, is unable to offer a better solution.
An example for such informal quarters in third world metropolises was recently described for Caracas, Venezuela (Jaimes 2004). In quest for comparable situations in western European cities we began to concentrate on "entry situations" as they have been recently investigated by one of us (Bornberg 2003). We have argued that such gateways or entry situations to cities exhibit special characteristics and have special functions for the city. This appeared to be a robust feature across all cultures which we have investigated, from rural to metropolitan from ancient to contemporary and from vernacular to highly complex societies. We termed these places "Eisodos" as they were meant to control the contact between citizens and foreigners by providing special facilities and a special design. These places are part of a repertoire of places which we have characterised and which represent anthropological constants since they have social meaning which is deeply imprinted into the collective imaginary. Typically, an Eisodos lies at the fringe of a city or, since contemporary cities are neither surrounded by walls and gates, at railway stations or airports. In this paper we aim to study the potential which an Eisodos situation such as the surrounding of the central station in Frankfurt has for the development of informal "survival circuits" (Sassen 2003) at the interface to formal structures. It is observed that the "formal" city ends at such a situation and gives way to an informal part of the city which is mostly based on the foreigners, their culture and the social structures they import into the city via such an entry situation. Having this in mind it is not surprising that the area around Frankfurt central station constitutes a kind of gated community of people who are in a state of transition. It is partially accepted that they set up their own standards of urban life and become active in a very peculiar way, much in contrast to what is found acceptable to the way of life in the formal city.

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Urban Environmentalism: Global Change and the Mediation of Local Conflict

The premise of this paper is that, despite the existence of a well-established international urban environmental agenda, cities effectively invent a different one of their own. Of course, it is commonly held that each individual settlement should advance towards sustainability according to its particular environmental conditions and management capacity, but it is generally assumed that the underlying problems to be solved concern natural environment systems and the improvement of the quality of urban life. The paper puts aside such an objective view of environmental problems and examines urban environmentalism from a more political perspective.

The focus of the paper is on how environmental issues are assimilated, given meaning and translated into management practices and urban form. It is argued that environmental issues have to be socially constructed, and that this construction is undertaken not on the basis of objective scientific and technical knowledge, but rather through the discursive construction of values in the environment. In turn, the mobilisation of such values and their materialisation in terms of concrete development and management practices depends on their degree of articulation to overall city discourse, or the way in which a city "speaks to and about itself". As a consequence, it is not the environmental problem in itself which is decisive, but the degree to which addressing that problem can contribute towards the resolution of the dilemmas and challenges of urban management: city aspirations and images, social inequality and unrest, the regulation of populations and the legitimacy of urban governments.

The paper outlines the general theoretical perspective and methodological approach to the understanding of urban environmentalism as an ideological form, operating on the levels of strategic economic interests and everyday social practices to facilitate, in place specific ways, the legitimation of neoliberal city governments and the control/regulation of increasingly fragmented, unequal and conflictive urban societies. It is argued that the environment becomes interlocked into the tensions between the global seduction of economic growth and competitiveness on the one hand, and the shortcomings and frustrations of local urban life as it is really experienced, on the other. As a consequence, city governments develop discourses which exploit the environment as a legitimation strategy and mediating form between global illusions and harsh local realities.

The paper focuses on the theoretical issues, or why urban environmentalism has been so enthusiastically taken up (formally, at least) by city administrations. It then briefly illustrates the scope that such an approach offers for the understanding of urban environmentalism in three cities: Birmingham (UK), Lodz (Poland) and Medellin (Colombia). These cities have very different historical and geographical backgrounds, socio-spatial structures and urban cultures; at the same time, they represent "second cities" striving to compete in a globalised world from the national contexts of developed, "transition" and developing economies.

The case study outlines explore the contours of urban environmentalism in action. Urban environmental agendas, heavily influenced by European practice and disseminated by multinational development organizations, have been widely adopted in politically nuanced ways in cities throughout the world. Underwritten by the shift towards market liberalism, the city studies illustrate the ways in which urban environmental agendas are transformed by local cultural understandings, spatial trajectories and, especially, socio-political conjunctures. Schematically, this can be described in terms of the representation (discursive and spatial) of the environment as of singular importance to the quality of urban life and urban spatial consumption (Birmingham, UK), as a sphere of individual liberty and modern democratic governance (Lodz, Poland), and the control of urban violence and source of social coherence (Medellin, Colombia).

The paper is based on a forthcoming book by Peter Brand with Michael Thomas, Urban environmentalism: global change and the mediation of local conflict, to be published in June 2005 by Routledge, London (ISBN 0415304806).

Evaluating Landscapes.
Tools, Principles and Methods

The European Landscape Convention (2000), from the centrality of the landscape in the sustainability strategies, has stimulated the development in the European context of an an innovative system of actions to promote the protection and planning of the totality of the landscapes of the territory as a factor of quality of lifestyles, as expression of the identities and the local diversities, and as a resource of socio-economic and territorial

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development. Analysing the first interesting implementations of the Convention in the European context aimed at evaluating national landscapes, the paper try to characterize principles and criteria in order to redefine new strategies of action on the landscapes and to integrate landscape transformation projects and socio-economic sustainable development.

The paper propose, from the first experiences of evaluation analysis developed in some states members, principles and methods of strategic evaluation of the landscape, therefore as they emerge from the experimentations in course. The paper means to propose an analysis on the characters of innovation of the strategic evaluation of the landscape as a "process" in order to try to delineate preventively the strengthens and weakness of the landscapes and to develop national strategies of participation aimed at integrating the objectives of valorisation, sustainability and development.

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Revitalization of Urban Industrial Sites: Is the Current Emphasis on Stakeholder Participation, Consensus and Integration introducing New Obstacles to Sustainable Development?

Integration (people – profit – planet) and participation are generally acknowledged as important guiding principles in sustainable planning. However, the considerable complexity and dynamics encountered during revitalization processes of urban industrial sites confront the involved stakeholders with several dilemmas concerning how to effectively address integration and participation. This paper focuses on these dilemmas and how to overcome them. The central goal of the paper is to present a process design that is able to effectively work on sustainable industrial sites. A brief introduction to current key problems and often-applied strategies in planning practices will first be given. Both

problems and strategies are presented within a framework of three dimensions: characteristics of site and context, stakeholder involvement and time dependency. The following discussion focuses on exploring how choices made in general influence process effectiveness and efficiency and specifically what the consequences may be for a sustainable development. The impact of institutional context, stakeholder involvement and planning procedures are in particular addressed. It is suggested that current approaches to complex decision-making actually may introduce serious obstacles to sustainable development and that improved use of process design and -management can be used to overcome these obstacles: maintaining current valuable experiences in integration and consensus-aimed participation processes and simultaneously leading towards a more sustainable future. The paper is partly based on a European research project (MASURIN) that was finalized earlier this year.

The De-construction of Tourism Planning

The object of this paper is to give a critical analysis of the system and methodology of planning (and, thus, of the effects on the transformation of space and plots built with tourist ends in view) such as has been used in the specific case of the Canary Islands and which, to a certain extent, can be extrapolated upon and applied to the whole of technical planning in Spain.

We talk about "de-construction" because we want to fully communicate that the change is not only in the strategies and aims of tourist planning but also the transformation of the very technical mechanisms themselves and the design of that space. In this sense, we are attempting to analyse the structural defects and the possibility of a new methodology of construction capable of overcoming the limitations of the technical practices currently in use.

The present situation of tourism in the Canary Islands is one of stagnation, in quantitative terms, close to crisis as experienced before (in 1974 and 1990) as the result of surplus supply and reduced demand, especially notable in the case of the UK and Germany (the traditional clientele for the islands which made up almost seventy per cent of the demand) due, amongst multiple other reasons, to the recession in these countries and growing competition from other markets with lower prices.

If we apply the theories of Butler and Cooper to our case, we could say that we are now at saturation point and in stagnation which would indicate that we require a change in the kind of product on offer (and a strong investment to cover that reconversion) in order to avoid complete decline and to help trade pick up in a process of rejuvenation designed to produce loyalty to the brand among the consumers.

This is, essentially, the thesis held by the Government of the Canary Islands which led them to bring out the Law of Guidelines or Directives for Territorial Organization and Tourism in 2003 aimed at fomenting change and organising the whole of tourism (both at the level of socio-economic repercussions and environmental impact).

However, from our point of view and basing our opinion on the research and analysis carried out by the Department of Town Planning at the ULPGC of the real situation as witnessed firsthand, the solution to the problem does not consist merely in a change of the product on offer, above all if within the design of this product there is no new approach to the use of the land nor environmental aspects which allow for a sense of identity and sense of place to be established.

This is a different conception of transformation of space from the one that we have used up until now and, as such, requires innovation in methodological aspects of planning and design aimed at transforming the conditions of both the land which is built upon and the land which is free.

The paper, thus, is organised along these lines and will offer reflections and examples on some of the following aspects:

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a. Modification of the traditional technique of land use plans as a mechanism of control of activity, due to the fact that such is obsolescent and inefficient. Considering delimitation as something more than a mere value on paper (thus serving as a front, in many cases, for establishment of property domains) and as such only considered in surface or quantitative terms, typologies of accommodation, generic densities and number of beds.
b. A change in the scale of the interventions which will leave behind the uniform "blocks" of large zones and mechanical typification of the built nuclei to allow for the creation of small scale fragments, with an environmental value and identity of their own, although maintaining the references to the overall model.
c. Attention will be given to incorporating unbuilt areas into the design, be these public or private, by way of essential elements to the definition and transformation of space. To avoid the degradation of the environment via the application of the same mechanism, thereby reducing interstices which produce functional disintegration or the trend towards endogamy in the open spaces produced by false apprehensions of lack of security or, indeed, barriers cordoning off private or exclusive property.
d. Capacitating morphological changes by playing with lack of uniformity in the densities and producing significant and intelligent modifications in the design of space.
Introduction of original architecture which reflects a concern for the environment and context. Likewise, the rejection of models and types of "international" architecture and also of folkloric or vernacular nature.
As such, the conclusion is a critical reflection on the way in which tourist spaces are built and contrasting such with the planning currently in use: De-constructing, therefore, the techniques of planning in tourism.

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State-of-the-Art of Spatial Planning and Natural Risk Mapping in European Countries

Natural disasters are a typical example of people living in conflict with the environment. The vulnerability of populated areas to natural disasters is partly a consequence of decades of spatial planning policies that failed to take proper account of hazards and risks in regional and land-use planning as well as development decisions. At the same time this shows the important role spatial planning can play in the prevention of natural disasters. The large river floods of 2002 and to a certain extent also the forest fires of 2003 have highlighted the cross-border nature of such disasters. This setting has two perspectives: On the one hand it calls for a better cooperation between national response programmes to cope with or prevent large-scale disasters and on the other hand it challenges the EU to develop a European policy to the reduce risks of natural hazards in the Member States.
This European perspective to dealing with risks can be derived from the objective of territorial cohesion proposed in the draft EU Constitution Treaty (Art. 3). It is even specifically mentioned that cooperation between Member States for improving the effectiveness of preventing and protecting against disasters should be encouraged (Article III-184). Similarly, the ESDP´s policy option 46 points out the necessity of strategies at transnational level for risk management. Finally, the EU Working Group on Spatial and Urban Development stressed the need for incorporating a European perspective into risk assessment and management.
An important element of such a risk reduction policy is develop minimum requirements for an effective and efficient risk assessment and management process on the regional and local level (standards for risk mapping, procedural framework etc.). Therefore it is critically important to bring together knowledge, technology and actors in the field of risk assessment and spatial planning to achieve more effective natural disaster prevention and mitigation. This is the approach of the EU-funded ARMONIA project (6th Framework Programme) which aims at providing the EU with a set of harmonised methodologies for producing integrated risk maps to achieve more effective spatial planning procedures in

areas prone to natural disasters in Europe. This has to be seen against the background of the existing SEA directive and an envisaged EU directive on risk mapping.

First step of the ARMONIA project is to analyse the state-of-the-art of spatial planning and risk assessment in nine Member States (Czech Republic, Finland, France, Germany, Greece, Italy, Poland, Spain, United Kingdom) as a fundamental prerequisite for the harmonisation of information, terms and measures. This analysis serves to generate a thorough knowledge of the different spatial planning systems and the great variety of instruments applied in the Member States.

The paper draws on preliminary results of the EU-funded ARMONIA project, in which the authors are involved. It shows some examples from the country reports of France, Germany and Poland and summarises the results of this first phase of the ARMONIA project. The paper finally comes up with first suggestions to summarise, optimise and harmonise European standards on spatial planning and natural risk management, and reflects possible common procedures and guidelines for the provision of a new standard for spatial related risk management in the EU.

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Urban Sprawl in Israel:
An Empirical Study of the Urban Landscape

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Urban sprawl is a form of spatial development, characterized by low densities, scattered and discontinuous "leapfrog" expansion, and segregation of land uses, that is mainly found in open and rural lands on the edges of metropolitan areas. This phenomenon has become an issue of worldwide interest mainly because of its alleged negative impacts on both the built-up and the open environment such as: lack of scale economies which reduces the level of public services in the suburbs and weakens the economic base of central cities; increased energy consumption and use of private vehicles in the suburbs which causes traffic congestion and air pollution; and irreversible damage to ecosystems caused by scattered and fragmented urban development in open lands.

The purpose of this study is to measure and analyze urban sprawl in Israel from a landscape perspective during the past two decades. An urban land-use survey was performed in 78 Jewish urban settlements over the course of 15 years. Thirteen measures of sprawl were calculated at each settlement and then weighted into one integrated sprawl index through factor analysis. Multiple regression models were employed to analyze the relationship between the sprawl index and spatial and socio-economical variables. Urban sprawl in Israel started two decades ago, but has not been yet empirically measured or characterized. Major processes that influenced sprawl in Israel were the rise of life level and housing welfare, consumer preference of low density and single

family housing in the suburbs, along with the arrival of one million immigrants from the former USSR during the 90's; all of which lead to massive transformation of agricultural land into urban land-uses all over the country and maybe to sprawl-like patterns of development.

The results of this study show that most urban settlements in Israel have become less sprawling during the past two decades, as density and mean patch size measures got higher; shape, fractal and leapfrog measures got lower; and land-use composition hasn't dramatically changed during the investigated period. This relatively compact pattern of development uniquely characterizes Israel, as opposed to other North American countries, and may result from limited amount of land reserves that cause a more regulative planning policy and denser and more compact forms of urban development. However, some settlements, especially quasi-rural ones, were found to be more sprawling than others. Higher sprawl rates were found to correlate significantly with higher population and land-consumption growth rates, which implies a higher consumer preference to reside in more sprawling patterns. Variables that are interlinked with sprawl in Western countries were usually found to be significant in Israel, as well; these include smaller population size, higher amounts of available land, mountainous topography, higher socio-economic level of residents, and increasing rates of car-ownership and commuting. However, unlike other Western countries, urban sprawl in Israel is rather spatially scattered, and not necessarily found only on the edges of metropolitan areas. In this case we might expect sprawl to increase in the future, as we expect the continuation of quality of life increase in Israel. Therefore, considering the lack of available land in Israel, attempts to regulate and stop sprawl in Israel might be justified.

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Multiculturalism and Equity in the Sustainable Upgrading of Suburban Areas

The future trend of cities doesn't seem correAugust and Louis Lumière could never have imagined the incredible success of their invention when they filmed workers passing through the front gate of the Lumière and Sons factory on March 19, 1895, in the city of Lyons, France. While they were recording the life of their city and capturing the feeling of strolling on a street in London, Dublin, Jerusalem, or Moscow, they certainly never imagined that one day they could shape these same urban environments with their art works. One hundred and ten years later, the cinema has literally invaded the streets of the city. Large electronic displays have become increasingly present in the built environment in developed- and developing countries. From Times Square in New York, United States, to Yonge Dundas Square in Toronto, Canada, to the walls of light of the Galleria West in Seoul, Korea, large digital panels are structuring our public spaces. Due to their high cost, they are presently used mainly for advertising purposes by large multinational corporations. However, as information technology develops and prices decrease, they will become more prevalent, embracing many more functions and dramatically affecting not only the physical realm in which they will be located but also transforming the social, political, and cultural contexts.

My paper will aim at understanding how high-tech digital panels challenge our traditional ideas on architecture and urban design and how this new intimate interconnection between architecture and the cinema could affect not only urban development and community life, but also the future of the architecture, urban design, and planning professions. First, I will argue that this high-tech embrace between architecture and the cinema is a radical shift from the traditional relationships between the two arts. Second, I will examine the increasing popularity of integrating large electronic panels in urban redevelopment projects. Third, I will focus on the architectural features and iconography of a particularly interesting case study that rejects the large-sign advertising solution but rather combines architecture, artistic cinema, and digital technology: the Lehman Brothers headquarters located on 745 Seventh Avenue at Forty-ninth and Fiftieth Streets

in Times Square, New York, NY. Finally, I will focus on how movie directors could play a critical role in the design of our urban environments. Addressing architects, urban designers, and planners, I will suggest that they should start establishing an ongoing dialog about the future of cities and engage in joint activities with interested representatives of the seventh art.lated to their urban expansion, but mainly to their continuous changes and transformations led to improve the environmental compatibility between territory and citizens.

Today cities rebuilt themselves every day, many buildings and suburbs need to be re-qualified. All this has to consider new social conditions with changing of territorial uses, and all the other alterations that come from them.

In Italy new groups of citizens are experiencing several uncomfortable conditions of life, so far not adequately considered in the development of national social policies.

Such uncomfortable conditions as well as difficulties to afford the estate market are experienced mainly by those social groups having low salary levels or generally socially disadvantaged, that for different reasons are commonly concentrated in city's suburbs; among these groups it is possible to find the community of immigrants.

There is an evident necessity to improve conditions of life in suburbs, making them more comfortable and pleasant accordingly with the existing social and economic phenomena. Suburbs could represent strategic places for the growth of cities in their own complex, especially because these areas can be easily modified and transformed in their own aspect, in opposition to the rigidity of the consolidated (historically) city areas, where pursuing the right of citizens to have comfortable and quality accommodations.

The main aim of this paper was to investigate on plans, tools and methodologies used in Italy and in Europe to re-qualify suburban areas by achieving immigrants integration, and supporting the citizens right to have access to quality houses.

Some "Best Practices" have been selected and analyzed based on a "bottom up" and "top down" approach, successively they have been evaluated based on the double reading of the "material re-qualification" and the "immaterial re-qualification".

Results show the possibility to re-qualify distressed suburbs, simultaneously from the bottom-up and top-down approach, in an integrate and linear manner leading them to new qualitative standards. It will be necessary to localize actors capable to cooperate figuring out the way to solve the problem of accommodation for the weakest social classes. The attempt is to make "differences" becoming a "value". Or, better, to transform what today is perceived like a conflict in a new "added value" inside re-qualification plans. That's to active a re-qualification process who joins at the same time three targets of sustainable development: social equity, economic efficiency and environmental efficiency.

Achieving Design Quality in the Average Modern European Town – The Example of Chelmsford

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The towns of south Essex in south-east England tend to be regarded as modern but non-descript and are often the butt of jokes. There is little in the way of built heritage and the planning process has not in general, managed to direct local prosperity towards the production of a high-quality environment. This phenomenon is not uncommon in many parts of Europe. However, one of these towns, Chelmsford, 150,000 people and 50km from London, has, within the last seven years, been turned around. The town's current development now exhibits a high quality of physical design. An "urban renaissance", bringing people back to live in the town centre, is well under way. As well as a vibrant nightlife, an active public realm now exhibits a more general European culture of pavement cafes. Residential design in the suburbs is now in full accordance with the spirit of the second Essex Design Guide (EPOA 1997). This has not been a one-off event but has been a uniform and ongoing process, achieved as development proceeded incremental-

ly. Official recognition came in 2003 with the award by the UK government of Beacon Status for the Quality of the Built Environment.

Chelmsford has, for more than 30 years, been subject to a continuous increase in economic growth and in the number of households. This growth has not always been steered in the most beneficial direction, in spite of the existence for 30 years of the well-known first Essex Design Guide (ECC, 1973). When a new political administration (which included the author) took office in 1995 the question was how to direct his growth and exploit its full potential. The issue was not in which direction to go, as this was clear from the Essex and central government guidance and the fortunate general consensus in urban design circles. The question was how to achieve it: a matter of process. Over the following five years the following elements were put in place step by step:
– employment of specialist urban design staff;
– a close working relationship between them and engineering and development control staff;
– pro-active negotiation with developers and other stakeholders;
– clear and prescriptive published design policy.

The essential component was published policy. All parties in the development process need to know the position of the planning authority at an early stage and to know it clearly. There were four elements:
– a clear physically-based spatial strategy;
– strong and clear design principles;
– adoption of the 1997 Essex Design Guide;
– prescriptive design briefs for all significant sites showing the desired physical structure.

The physically-based spatial strategy for the Borough related intensity of development to accessibility in particular reduction of the need to travel and travel by sustainable modes. The accessibility principles led logically to the promotion of an urban renaissance involving the intensive use of town-centre brownfield land. They also led to the need for access to open green areas both within the redeveloped areas and through "green wedges" linking them to the suburbs and countryside. The "green wedges" provided not only recreational opportunities but and enhanced environment for walking and cycling. The briefs covered a variety of formats but all sought to include unambiguous guidance on physical form, including specification of blocks and frontages. The frequency and quality of the briefs increased until, by 2002, they were appearing at the rate of one or two per month. When sites became available at short notice, temporary briefs were issued to applicants prior to approval at political level.

All four aspects of the published policy depended upon a long-term vision. In the central area the move towards more intensive development and an urban renaissance required not just a view of physical form but an appreciation of how land values would increase over time and the impact of this on the mix of uses. An essential component of the achievement of such development was the refusal of permission for lower intensity proposals in the central areas. This paper explains how the changes were brought about. It will be argued that there was nothing special bout Chelmsford and that the same pattern of events could followed by any planning agency. The argument will be illustrated with assessments of the examples of built form that have been constructed and of the design briefs and their deployment.

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Issues of Planning and Development Tourism Infrastructure in the Countries along the Historic Silk Road

Issues of development and planning tourism infrastructure in the countries along the Historic Silk Road were periodically debated during the International conferences, meetings and seminars. One of such events was the conference initiated by the European Union and held in Brussels in May 1993. This conference became critical as a decision

on providing investment and technical assistance in the development of a route from Europe to Asia through Caucasus and across the Black and Caspian Seas, which follows the ancient Silk Road, was made in there. That was a start point for the implementation of infrastructure improvement programmes under the "restoration of Great Silk Road" project.

Implementation of this project will benefit not only transport and trade industry. It will contribute to cultural exchange between neighbouring nations. Increased international cross-border cooperation stimulates formation of contacts and openness between neighbouring countries on a new level. Moreover, there also will be new opportunities for tourism development, improvement and better planning of tourism facilities in the countries along the Silk Road.

One of the major initiatives of such cooperation is Historic Silk Road and development of tourism infrastructure. Nowadays, when rapid growth of tourism industry in the world level is being observed, the issue of planning further development and improvement of tourism facilities becomes critical. It is especially important in case with Silk Road countries, when number of countries with specific tourism attractions and infrastructure have to plan in line with others and ensure consistent alignment.

This paper considers issues of sustainability in tourism planning and development in the countries along the ancient Silk Road and specially those located in surrounding of Caspian and Black Sea. It is aimed to conduct comparative analysis of tourism developments in the Silk Road countries and to identify gaps or areas where improvement is needed. While built on study of potentials and resources it examines available infrastructure and planning of proposed tourism infrastructure. Roles of governmental, inter-governmental and non-governmental agencies are reviewed and analyzed considering range of their potential responsibilities.

It is recognized that tourism industry in the countries along the Silk Road are not developed equally. Therefore, this paper being based on the principles of sustainable development also studies new opportunities for tourism development and planning of improvement tourism facilities and analyses applicability and acceptance of sustainability principles by the Silk Road countries.

The paper concludes with summary of problems that are common to many of the Silk Road countries and provides guidelines and recommendations to deal with these issues.

**The Implementation Deficit of Sustainable Development:
The Case of Protecting Dutch World Heritage**

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The concept of "sustainable development" has been introduced into more and more different spheres of society and politics. Beside nature conservation, several methods and techniques based on "sustainability" have been developed and introduced in fields like tourism, transportation, water management and last but not least in the subject of this paper: the conservation of cultural (world) heritage. At European as well as at supranational (UNESCO) level, the concept of sustainable development has become part of dominant discourse within (natural and cultural) heritage planning. The Helsinki Declaration (1996) can be seen as an important "milestone" at European level. Resolution No.2 asks the Council of Europe "to establish a European methodology for heritage management in a framework of sustainable development". Also at UNESCO-level the concept is widely used. In 2002 their has even been a World Summit on Sustainable Development in Johannesburg. In May 2003 the Dutch National Commission for UNESCO organised the conference: "Linking Universal and Local Values: Managing a Sustainable Future for World Heritage". In the preamble of their Conclusions and Recommendations they stated that "there has been a shift in focus from identification of potential World Heritage Sites to management and conservation in the context of development". However, this is easier said than done. One problematic element of sustainable development is its terminological imprecision (it is a "weak", "broad" or "open" concept). A critic could even say:

"because it is everything, maybe it's nothing". Perhaps this is a too pessimistic view, but it shows the difficult process of translating policy theory (ideas, plans, programmes, conceptions) into policy practice (action, behaviour, output, outcome). In Public Policy Analysis this difficult process has been conceptualised as an "implementation deficit". The term of the concept can be defined (in broad terms) as a "compliance-gap" between the analytical phase of policy formation (theory) and the phase of policy practice. This is not a specific problem for policy plans based on sustainable development, but one of the more fundamental research topics (and thus policy problems) in policy science. One of the "classics" in this field is the study "Implementation" by Wildavsky and Pressman (1973). This study criticises the emphasis on economic rationality and thereby also criticising the principles of the homo economicus and the (more or less) logic positivistic approaches towards policy making (also called the rational or synoptic model of policy planning). Wildavsky and Pressman explained policy failure as the result of "the complexity of joint action".

We share this criticism and make use of a (neo)institutional policy approach to analyse the implementation deficit. A relative new institutional approach is the Policy Arrangement Approach (PAA) developed by Van Tatenhove, Arts & Leroy (et al.) (2000). This approach uses the concept of a policy arrangement to analyse the substance and organisation of a policy domain. "A "policy arrangement" is understood as the substantive and organisational stabilisation of a policy domain in terms of agents, rules, resources and discourse. They are formed as a result of interactions between actors (and coalitions) in day-to-day policy making, but structured (institutionalisation, RCH) within a specific political context" (Van Tatenhove & Leroy, 2000:30). We define policy discourse as dominant interpretative schemes, ranging from formal policy concepts to popular story lines, by which meaning is given to a policy domain (Arts et al, 2000).The Policy Arrangement Approach will be used in this paper to analyse the implementation deficit of the concept of sustainable development within the field of the conservation of Dutch World Heritage. It will become clear that "heritage planning" has to deal with "institutional" and "strategic" barriers for implementing the policy discourse of sustainable development. We will focus on a new mode of governance in spatial development named "cultural planning". "The area of cultural policy that aims to link up with planning policy in the Netherlands is known as "cultural planning".The aim is to use cultural heritage and architecture more effectively and deliberately as a factor that determines the quality of the environment (Ministry of Education,Culture and Science, 2003). With the introduction of the Dutch national Belverdere Project (start 1999) planning aims to deal with cultural heritage in a development and design-oriented manner (= sustainable development?). Research indicates that the cultural policy domain and the domain of spatial planning sometimes seems to be two "worlds apart". Will the concept of sustainable development be able to bring them together (joint action)? Special attention will be paid to the complex case of Dutch World Heritage wherein different actors (multi-actor) on different administrative levels (from local tot supranational) have to find ways how to implement the concept of sustainable development.

This paper analyses the institutional and strategic barriers for implementing the concept of sustainable development within the field of the conservation of Dutch World Heritage using insights from the Policy Arrangement Approach.

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**Towards Sustainable Transport in a Post-Socialist Agglomeration:
The Case of the Polish Baltic Tri-City**

The development of sustainable transport policies in the major cities of the developed Western world present continuing problems amongst the undeniable progress in many respects. In the UK, for instance, the Achilles heel of environmental policies continues to be the transport sector. These are the outcomes in rich economies with strong central

controls and stable local government and institutional systems. By comparison, the new entrants into the European Union in June 2004 included several countries which were barely ten years through a transition from Communism which presented major problems in restructuring the transport sector while trying to meet the demands for mobility suppressed for 45 years. One of the most dynamic economies of Eastern Europe is Poland, and this presented diverse contrasts in the path towards a market based transport sector which recognised the demands of sustainability. The capital, Warsaw, has drawn particular attention in highlighting the particular problems over and above those encountered in the West which can delay a city and country when everything is changing at the same time (Judge, 2000). Warsaw may be considered an exceptional case in its special role as capital.

This, however, is not the case, and this paper examines the case of another heavily urbanised area where a particular conjuncture of unique circumstances, reaching back in some respects to the working through of historical forces internationally over 60-70 years, has produced situations where progress in developing sustainable transport policies has been painfully slow. The paper focuses on the agglomeration on the Baltic coast, referred to in Poland as the Tri-city. It consists of the port / industrial cities of Gdansk and Gdynia, the resort city of Sopot between them, plus a surrounding belt of suburbs and satellite towns, together making a population of about a million.

An ostensibly functionally integrated agglomeration representing a single employment and residential area presents a remarkably disaggregated, if not disintegrated, picture of transport provision. The current public transportation system in the Tri-city Agglomeration is provided by many independent entities, including state owned, but competing Rapid City Trains and Regional Transit Railways, the municipal Gdansk Urban Transportation Company and the Gdynia City Transport Board, as well as many other public and private companies, including the French Connex company and around seven other local firms, while road development and management is split between other urban, regional and national agencies.

The need for integration in the interests of sustainable transport policies are obvious, and the opportunities for achieving them seem legion, but the paper will unstitch the forces which have stood in the way of progress (including the social, economic and political forces which hinder the constituent local authorities and organisations of the conurbation in working together). It will analyse the policies which have been put forward over time, and make some suggestions for future progress. And, of course, the Socialist heritage draws in a range of considerations not usually encountered in such studies.

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The Impact of the Alternative Concept of "Public Open Space" on the Planning of Agriculture and Nature in Rural Areas in Urbanised and Urbanising Regions

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As planning is a societal phenomenon, it is also called to account by the overall social-cultural challenge in contemporary de-traditionalised and de-territorialised society to search for a co-existence based on difference rather than on collectivity (identity). At this moment especially the urban regions are focused on as being the most appropriate context for the design of this dialogical unity. By focussing on the place "city" the aspect of de-territorisalisation in society is however neglected. "Place" no longer is the sanctifying ordering principle; other ordering principles such as mobility and virtuality have settled.

Especially increased mobility seems to reveal the countryside/rural areas as well as an appropriate context for the social-cultural planning challenge described above. In highly urbanised and urbanising regions such as Flanders (Belgium), the cultural differences, today mainly attributed to the city, are equally prominent present in the countryside. Places where ordering principles overlap, have a special meaning for multiple land use and the social-cultural meeting of social groups. In the past, when mobility wasn't yet a dominant ordering principle, squares, main streets, boulevards and parks fulfilled this role. Social groups met in these places en exchanged knowledge and experience. These places in the cities were breeding places for innovation that was necessary to keep society alive. The most typical example is the Greek agora. Today, city squares with this broad diversity in use are rare. They seem to be increasingly handed over to the entertainment economy of tourism and recreation, with the accompanying thematisation of (public) space. Attempts to try and restore these squares in a sort of nostalgic reflex, seem to strand because of their limited viability.

Besides a better thought-out policy for multiple use of public space in the city, it seems equally important to develop contemporary alternatives of public space that anticipate on mobility as ordering principle. Two kinds can be distinguished in relation to the degree of accessibility: public passage spaces that serve the flow of mobility and semi-public parochial spaces that serve as meeting places for people/subcultures with the same interests. Often used examples of the first type are big nodes in the mobility system such as airports, of the second type football stadiums and shopping centres along ring roads in the urban fringe. Mission is to try to combine both types because such combinations can get agoral characteristics.

A step further is to detect and combine places in the countryside with passage and parochial characteristics that have a potential to grow into specific forms of agoral places. The specificity lies in the difference in character between agoral places in the city centre, these in the urban fringe and these in the countryside, if only because of the difference in social groups that can meet and inspire each other. Broad minded, hiking and biking networks, residential sleeping streets, shopping crossroads, access complexes to highways, … could be the countryside equivalent to the passage spaces of the city or urban fringe. Parochial spaces could be created as attractive spots along the passages where passers-by are encouraged to halt for a shorter or longer period and to meet and be inspired by other users. In more abstract terms this is the redefinition of the balance between the private sphere (ownership and land use rights of traditional users of the countryside, duties of other users of the countryside) and the public sphere (duties of the traditional users, use rights of the other users). Today this relation is seriously out of balance with a far-reaching anarchy concerning particularistic developments in the countryside at the expense of the common interest. Democratic negotiations in decision making processes about the planning of the countryside have to redraw the borders between private and public as transparant lines that consciously define the (power) relations between actors. Not by defining areas for nature or agriculture, but by defining the border between private and public, the planning policy for the countryside will become socially embedded again.

Rather than imposing who will meet who, when, where and how, government will have to facilitate such meetings. "Public space has to be a meaningful emptiness where everything is possible and to what I, as a citizen, artist and politician, can add something by being there in diversity." In that sense zoning ambitions no longer are the fundamental instrument for the planning of the countryside. Inspiration can be found in principles that are traditionally used for the design of public spaces in urban contexts: optimising accessibility, encouraging multiple use, negotiating in confrontations, valorising existing context, creating new context, using typology, integrating flexibility, guaranteeing "historical time" (collective memory), … These principles are also area-oriented applicable to development and management in a rural context and are undoubtedly socially worth to evaluate as an alternative for the current, polarising zoning of nature and agriculture.

Beyond Drawing by Numbers: Why Sustainability Requires more Attention Both to Physical Form and Participation

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In planning education and practice, environmental sustainability is conceived, most of the time, as something to be reached applying tools which make reference to space (municipality's administrative coverage, census units, squared cells from satellite images etc.) rather than to land form, and that are rather technocratic since they use expert knowledge only. Among the most used tools can namely be found cost-benefit analysis applied to the use of natural non-renewable resources; indexes to measure the abatement of pollution, the reduction of soil or water consumption; environmental impact assessment and evaluation. All these tools share a fable (sometimes even zero) concern for the physical form of the specific land in question; physical form which too often is still conceived of as a white paper to be zoned, instead of a concretion of historical land use signs and designs, a peculiar combination of soil, rocks, water, clima and long-standing cultures of land-use. Moreover, these tools are usually based on expert knowledge only. These approaches do not facilitate the mobilization of local people's energy to support sustainability objectives, nor the design of a more sustainable and better living environment, evaluated in its physical complexity and materiality, not just in numbers.

Another way of practicing and teaching sustainability in planning is possible. This way does not ignore the tools so far mentioned, but pays a stronger attention to physical form and identity, its current status and potential improvement, and to the wider participation by local people and other diffuse interests. To support this point, three cases are reported and discussed. They all stem from Italian planning practice and education, and have been directly experienced by the paper's author: Prato Provincial Plan (2000-03), Olona river contract for the Northern Milano region (2002-04), and IUAV University Planning laboratories on Venice metropolitan area (2003-05).

All these experiences show how more attention to the physical form and identity is useful to define in a more accurate way the various issues at stake in planning decisions, as well as in making local people understand what is at stake, how this stake affects their interest, and how they can use their contextual knowledge for changing the future. Vice-versa, only opening up planning processes to a wider participation, fist of all by local people and by diffuse interests stakeholders, the attention to physical form can gain a new momentum. In this last case, different from the prince's design, land design and planning can be nourished by contextual knowledge, playing at the same time an important role as a material support to participation: helping to go beyond nowadays abstract and ambiguous concept like development, progress etc., towards a more sustainable well-being.

Innovation Ecosystems at the Edge of the Metropolis: Measuring and Evaluating Innovation Activity in an Urban Setting

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Innovation is becoming increasingly important in the analysis of cities and regions (Acs 2003) and is starting to be acknowledged as a critical component of planning agendas (Martinez-Fernandez 2004, 2005). Innovation has been widely studied regarding firm and industry analysis (OECD 2001a, b, 2003) although much of this analysis is so centred in the firm and in product/service innovation that the application of these lessons to the planning discipline still in its infancy. Lessons from regional scientist, specially regarding the conceptualization of regional innovation systems (Bracyk et al. 1999; Cooke 2001; Landabaso 1997; de la Mothe and Paquet 1998) and the network paradigm (Cooke 1998) are all useful but still industry oriented and are not totally inclusive of the institutional and community settings and the policy and regulatory frameworks that planners are used to work with. Perhaps the most important barrier in the analysis

of innovation in the planning discipline is the lack of methods that can be replicated in different planning spaces leading to findings useful for policy thinking.

The notion of innovation is framed on knowledge-based approaches that rely on the willingness and ability of firms and institutions to interact and hence share and exchange knowledge (OECD, 2001, 2002). However this approach needs to expand to the reality of cities and regions as the unit of analysis and need to consider how "learning" is embodied in the innovation process at a more micro level. The taxonomy of innovation as process (technological and organisational) and product (goods and services) (Edquist et al, 2003) is therefore limited for explaining regional/local innovation as the interaction of activities happening in a certain space are not fully considered. We propose to analyse place-related innovation from a different perspective, based on systems of activities from the knowledge, environment and social dynamics. The focus on the interaction of activities gives a more precise picture of the innovation system of a particular place. In this way the innovation system of central business districts in cities can be very different for those suburbs or systems of suburbs on the periphery of the city. The role of local institutions in producing/promoting programs and policies is therefore affected by their unique innovation system.

This paper discusses the concept of "Innovation Ecosystems" (IE) for assessing innovation intensity in urban settings and in the context of metropolitan regions. Innovation is a significant driver of growth and hence one of the main contributors to a productive and prosperous region (OECD, 1999, 2001a, 2001b). Industry growth, job creation, emergent areas of new technology applications and the development of smarter industries all have roots in entrepreneurial and innovative practices. The paper presents a methodology for measuring innovation in an urban setting taking into account the complexity of innovation activities and the characteristics of the place under analysis. The study presented in this paper explores innovation drivers in urban settings through the use of a set of indicators that explore three "Innovation Ecosystems": knowledge intensity, environment and social. The purpose of these innovation ecosystems is to identify the challenges embedded in the innovation process of a certain place; in particular we developed a set of 8 innovation drivers and 38 innovation indicators for measuring innovation activity. The paper first discusses the methodology and then presents the case study of the Macarthur region of South West Sydney where the methodology was applied.

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**Objectives for a Transit Oriented
Ecocity Development**

Urban growth of the last decades usually happened in contradictory ways to the theoretically agreed concept of sustainable settlement development.

The suburbanisation produced spatially diffused and functionally segregated settlement structures – sprawl – in belts around cities and towns, while the population of the compact historic parts decreased. This still continuing trend tends to cause growth in traffic volumes as well as increased pressures on the environment. In contrast to this trend, the objectives of the European Union for the development of sustainable settlements and for the improvement of urban environments specifically imply to support a polycentric, balanced urban system and to promote resource-efficient settlement patterns, that minimise land-take and urban sprawl. The overall objectives for ecological sustainability, corresponding with the above EU-objectives, are to minimise demands (land) and consumption (energy) of limited resources, avoiding the consumption of non-renewable energy resources in the long run, as well as to minimise the impairment of the environment, which are interrelated with each other. A compact structure with higher density to minimise land demands reduces energy consumption for transport and buildings thus also reducing pollution. The overall objective for liveability is to develop attractive urban patterns, which bring forward the well-being, health and safety of the inhabitants.

Context and conditions
The context of urban development and its natural and built environment within a region concerns the integration of new structures into the existing surrounding, considering the characteristic of the region.
Nature – in its regional dimension – was and still is the basis for human settlements. The character of the natural environment differs from region to region.
For an ECOCITY therefore the general objective is to protect the natural conditions, avoiding negative impacts on these conditions.
For the context this means to provide convenient access to the surrounding landscape, using the natural resources only in a sustainable way for economic and social purpose, and to integrate natural, green areas – especially those worth being protected – into the settlement.
While nature and territory are given conditions, cultural heritage is a derived aspect. Because of different social conditions and different age of the existing settlements the aspect of cultural heritage has to be analysed and defined for each region.
For the context this means to use historical urban grain, traditional for the region, as basis for the design of new structures, considering cultural heritage.
Accessibility of settlements or parts of them with environmentally compatible transport modes (cycling for shorter, public transport for longer distances) is essential to enable sustainable mobility of all inhabitants. Thus the connection to existing transport networks is an important criterion for the location of new quarters or neighbourhoods.
For the context this means to integrate new transport routes into the existing network (external cycling paths, local, regional and supra-regional public transport).
The context of social and economic development in existing and newly planned structures within a region concerns the integration of new inhabitants and economic facilities into the existing population and economic structure respectively:
Social diversity and the observance of ethic principles for (non-violent) human relations are the basis for social living together.
The population potential is essential for the viability and profitability of the various facilities of mixed use, including places of work as well as an attractive public transport system and determines the demand of residential units. To achieve economic synergies it is important to consider the facilities existing in the community and in the region.
For the context this means to strive for better human relations of new inhabitants with the existing population in the neighbouring areas, creating contacts between them as well as for a balanced demographic structure.
Framework conditions:
Climate, geology and topography influence the urban structure, the construction of buildings and the location of building sites. These conditions differ from region to region.

Sectoral Objectives:
REGIONAL and URBAN STRUCTURE: Land-demands / Density, Mixed use, Public Space, Landscape / Green, Water, Urban comfort, Buildings
TRANSPORT: Pedestrians, Cycling, Public Transport, Car Traffic, Transport of goods, Mobility Management´
ENERGY and MATERIAL FLOW: Efficient energy utilisation (Solar Architecture, Energy saving), Renewable Energy Sources, Water supply, sewage treatment, Materials (Building), Waste
SOCIO-ECONOMY: Social Issues, Economy, Costs
The objectives for these items will be demonstrated and the interrelations between the aspects of the 4 main sectors of urban development sectors are shown in more detail.

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Contamination Information: Source of Stigma or Investment Stimulus?

It has long been argued that soil and water contamination pose a barrier to new investment in previously developed, brownfield, sites. Certainly, the presence of pollutants at a site will tend to raise the costs for any redevelopment effort. But many derelict brownfields may not be known to be polluted, and could, in principle, be as easy to redevelop as an actively used clean site.

Local authorities attempting to attract capital for redevelopment of brownfields, whether to promote densification, generate local jobs, remove signs of dereliction or actually remove or contain contamination, have tended to fear the labeling of properties as contaminated. This concern about stigma or a deterrent effect was, perhaps, most evident in the passage and prompt repeal in Britain in the late 1990s of legislation that required the creation of a national contaminated land registry.

The presumption seems to be that, in the absence of definitive evidence of contamination, a brownfield site may attract a developer's attention when known contamination would render the site unattractive as an investment prospect. This characterization of the investment appraisal decision, however, ignores the difference between certainty and uncertainty, the econcomic value of information, and the real transaction costs associated with incomplete data.

This paper will model and discuss the impacts on real estate investment decisions of provision of full site environmental characterization data to prospective redevelopers. Among the factors to be considered in the paper are the following dimensions of the information dissemination and the decision process:

1. The costs of information provision to the local authority – a sunk cost that may not be recovered until the site is redeveloped, which could involve a delay of several years.

2. The value of that information to a prospective investor – a cost in terms of both cash and time for the acquisition of information that is avoided.

3. The potential sigma effects of the "contaminated" label on the market price or use value of the site, to both a potential redeveloper and to the end-users of the site.

4. The value to a project or redeveloper (in the form of expedited planning review and provision of planning permission) of greater public certainty about site conditions associated with public, not exclusive – and potentially self-serving – private assessment of on-site pollution problems.

5. The off-site effects on neighborhoods and communities of public disclosure of the environmental condition of derelict sites. These and other facets of the processes involved in public site characterization and information provision will be examined under the assumption that the investors potentially providing the capital for redevelopment do not automatically reject a site simply because of the presence of known pollution. While such investors exist, the supply of willing contamination reclamation risk takers has been growing rapidly on both sides of the Atlantic.

Recent studies of developers and the value they place on increased certainty with respect to prospective projects on contaminated sites, including one by the author and colleagues in the US, provides evidence of the many investors that are willing to consider such properties, provided they can manage the risks involved and get a financial rewards for taking on the risks. Thus, it is appropriate to ignore those investors who have decided to avoid brownfields to the extent that they can.

These impacts will first be considered in conceptual form, then a mathematical model will be constructed to simulate in logical terms the site selection process of a prospective development investor. That simulation will attempt to define the relative magnitudes of the value of information, certainty, and other aspects of the investment formula that shape the aggregate impact of the provision of information on contamination.

The paper will conclude with a discussion of the likelihood that investors would, in fact, respond positively to the provision of more complete information on the environmental condition of brownfields sites, followed by some consideration of the public policy implications of a local authority's decision to generate such data.

Guidelines of Landscaping
in the Canary Islands

Guidelines of Landscaping are the planning tool of the Government of the Canary Islands, which integrates ordination of the natural resources and of the territory, referred to one or many of the areas of social economic activity.

The objective of these guidelines is to coordinate the actions which tend to guaranty the sustainable development of the Canary Islands. Ordination Guidelines of the Landscape of the Canary Islands were drawn up in 2004 by a multidisciplinary university team directed by professors Dr. Vicente Mirallave Izquierdo and Dr. Flora Pescador Monagas.

The general model. Continuity as a value of landscape.

A sustainable model must be transversal, diverse, participative and sustained on cultural identity. For this reason, the model which is meant to be launched from the present guidelines of Landscape Ordination, tries to organise a comprehensive reading of the sceneries of the island taking as a starting point its lines of continuity, the force lines which bring together with strength the very idea of island.

It is often that the continuity values of the different antropic constructions are determined from planning, values which are absolutely necessary for their network operation. The coherence and strenght in this process as general strategy maintains the construction of he most antropic territories, and organises, with better or worse luck, the island's system of sceneries that have become more human, often vertebrating the territory on the basis of its own values.

On occasions, the analysis and thematic maps of naturalistic character do without, in their studies, the most urban spaces, treated as elements that distort the global reading of the analysis. But the landscape of the islands are many and diverse, and as island strategy action it is necessary to carry out a coherent and comprehensive reading of all the territories of the island without exception, starting off from its relationships and continuities, modifying segregation between the antropic environment and the natural environment, with the integration of both to achieve a mosaic of diversified landscape, which is, at the same time, ecological and bio diverse.

Conservation of delimited ecosystems and of the landscape they generate also demands the preservation of their functional connections at all levels. The island's landscaping system does not work like a catalogue or in an independent way, and thus, its analysis must be carried out in a comprehensive manner, as a complex, diverse, open and strongly interrelated system which demands projects conceived with environmental and landscape awareness.

In all these cases, the matrix of the sceneries of the island, due to the constitution of the same, is strongly related to the geomorphic structures that organize scenery of greater importance and coherence, which are, no doubt, the bases which guaranty the quality preservation of the image of each of he islands. Without them, neither the image nor the shared social idea of Canary island is possible.

The model of island. The islands' landscape corridor networks.

The concept of continuity is of the outmost importance in the development of the Ordination Guidelines of the Landscape, and it is the duty of the Island's Plan of Ordination, and to a lesser extent, of the different general plannings, to relate the protected floors from the Network of Natural Protected Spaces with the network of spaces which make up Natura 2000, including agricultural areas of interest, areas of low surface built away from the urban nuclei in the transbordering landscapes of the different municipalities, until reaching the more compact and urban floors through the organization of scenery, ecological or green corridors that operate as structures of polyvalent character which are potentially capable of relating the different types of scenery.

It is about studying the islands from the forces of continuity in boosting the force of geography, and even in the bigger actions about territory, like the initiatives of cohesion, the great ravines, the geographic and natural structures but also the great urban axis which could play the role of connecting forces that posse some kind of reaction to the

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growing fragmentation of the scenery of the most populated islands. If the geomorphology of many of the cities and of their environment appears ploughed by the topographic cuts that the geomorphology of the ravines and hillsides introduces, it could become, thanks to its articulation, the territorial support of green Plans in continuity.

For this, it will be necessary that planning defines the territorial networks of free, protected, natural and rural spaces according to the ecological and landscape processes in the whole of each island, and that it attends, primarily, the projection of ordination to the logic of natural and rural spaces at the same level than the urban systems and the great infrastructures as basis of the general system of landscapes of structural character in the comprehension of the structure of the islands' scenery.

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Quality, Green Environment and Experiences in Changing Living-Environment

Sustainable development and its interpretations have set certain conditions for planning and quality of living-environments. New spatial planning policies and models are trying to fill the sustainability requirements and reach for the quality of living-environments.

The quality of living-environments is often defined by sustainability indicators, as well as by the functionality of the community structure and by the competitiveness of the residential area. Different quality factors are tried to build in into the models of sustainable spatial planning. In this study the quality of living-environments are approached throughout following three topics.

1. Nature and green environments as quality factors of living-environment – from inhabitants and authors point of view

Nature in its different forms is crucial part of living-environments. In planning, nature is often seen as a static element, something that "is" and manifests itself as green environments in living-environments. However, nature is changing continuously; changes can be caused by human or they can be natural. By sustainable spatial planning harmful impacts caused by human are tried to reduce; therefore sustainable spatial planning models can be seen as society's answer to changes in nature. Changes in nature can be viewed besides elements that cause changes in society and its planning systems, also as quality factors of living-environments. In various studies green environment is proved to be important for the well-being of humans and the atmosphere of living-environment. Green environments among built spatial forms are also considered to be important in the point of view of sustainability; green environments have their job for example as ecological paths or carbon dioxide reducers.

What are the things that inhabitants consider to be important for the quality of living-environment, and on the other hand for the well-being of nature? What is the relationship of quality factors named by inhabitants between quality indicators defined by outside author?

2. Conditions and changes in living-environment – echoes in different dimensions

Living-environment doesn't consist only of physical forms. It has experiential and discoursive dimensions as well. Physical environment becomes meaningful only after it has been experienced; spaces become places throughout experiences. Language and discourses are ways to process and understand world – the physical and experiential one. Discourses do affect on experiences, and also have their impact on outcomes of planning processes.

Sustainable development is bringing its applications to physical forms of living-environments. But how sustainable development and other requirements for the quality of living-environment echo themselves in the experiences of inhabitants? Does sustainability and other quality requirements for physical forms and material quality impact on the experienced quality of living-environment, especially on experiences of green environments, which are the manifestations and some kind of proofs of nature and its condition?

3. Experiences and stories for sustainable spatial planning

When reaching out for sustainable spatial forms, the question about defining and measuring quality is important, as well as is the question about the relationship between the three dimensions of living-environments: they are important because experiences do have more and more effect on planning processes and decisions throughout communicative planning. Are there going to be a plan to build a community with sustainable spatial forms? Or is the preferred choice some other solution, because the discourse about sustainability doesn't touch the inhabitants? Or because there is no environmental crisis in the living-environment of those, who do make the decisions and because something else (than sustainable forms and policies) makes the quality of living-environments for inhabitants?

In addition to compare quality factors set by inhabitants and outside authors, and researching the reflections of discoursive and material dimensions to experiential one, also the ways to research inhabitant's views of the quality and collect information about their opinions for planning processes need to be taken under consideration. For inhabitants quality is something that they define by their knowledge and experiences. Experiences are something that is redefined continuously by new experiences and information; that is why the story about experience would be told differently every time.

Because of their changing character, experiences are in this study viewed as narratives that mediate experience-based information on the green environments and quality of living-environments. Narratives are collected by thematic interviews from the inhabitants of municipality of Liminka in northern Finland. The themes chosen to be discussed in interviews are based on analysis of questionnaire, which has been collected from the inhabitants of Liminka.

The research area, Liminka, is the fastest growing municipality in Finland with its 7-9% annual growing rate. The municipality is located next to the city of Oulu, where many of its inhabitants work. Liminka lies next to the ecologically valuable Liminganlahti-bay of North Sea, and its landscape is characterized by flat landforms, where fields and forests alternate. The living environment of inhabitants of Liminka is colored by northern nature, seasonality and fast changes in community.

Building the Blocks of Carbon Trading: Participation Potential at the City Scale

Carbon trading is gaining prominence as an important market-based policy tool in the field of energy efficiency. An example is the newly-started EU-wide emissions trading scheme taking advantage of flexibility mechanisms embedded in the Kyoto Protocol. This builds on experience of pollution trading schemes which, in some cases, have been in successful operation since the early 1990s.

In principle, carbon trading can offer financial incentives for investment in energy efficiency measures: the built environment offers a wealth of opportunity for no-cost and low cost savings. To date, however, the built environment has played only a minor role in projects designed to benefit under carbon trading rules. It seems that potential aggregate savings for building owners – even for those with large amounts of building stock, such as universities – have been insufficient to justify the substantial transaction costs involved.

This paper examines how local utilities, municipalities and other stakeholders at the urban scale could participate in trading schemes to help overcome some barriers to uptake. It examines the experience of certain built environment sector participants in the UK Emissions Trading Scheme from April 2002. This is compared with activity at municipal level in the US, where some states have established preliminary measures with a view to facilitating carbon trading in the future: the state of California and city of San Francisco are taken as exemplars.

In conclusion, the paper makes a case for considering the special characteristics of the

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built environment and the building industry in the design of trading systems. Participation at the city level could unlock new potential from this crucial sector.

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Participatory Community Diagnosis for Sustainable Disaster Preparedness: A Japanese Case Station

This paper addresses an ongoing research challenge in a Japanese town community, with a view to introducing a participatory approach for increasing earthquake preparedness. A local community in Nagoya City has been selected as a field work area called "case station" that is characterized by continuous monitoring systematically performed. This case station is located in a metropolitan region which is predicted to be under the eminent Tokai-Tonankai Earthquake disaster risk.

Geologists predict that the probability of the occurrence of this catastrophic earthquake is between 40 to 50 percent within the next 40 years. This earthquake tends to take place along the Pacific coast from Tokyo through Nagoya to Osaka and further south-westwards. all being most densely populated metropolitan regions in Japan. More difficultly, this periodic earthquake with a frequency of 100 to 150 years has been known as a twin or triple earthquake that is likely to occur concurrently. The impact of each earthquake is predicted to be within the magnitude of more than 8 in Richter scale.

In collaboration with academics and local governments, the Japanese Government is now taking strong initiative in raising awareness among public and enhancing community preparedness against this catastrophic disaster risk. The authors have initiated the above case station in Nagoya with a an overall perspective such that this type of catastrophic disaster risk should be governed in partnership with community residents and be managed in an integrated manner by incorporating disaster risk management as a part of sustainable community management.

The method of participatory community diagnosis has been proposed as an effective risk communication tool. This method has following characteristics:

1) Proactive, precautionary approach which is indispensable for pre-disaster management should be started, not immediately with planning but making diagnosis of the current state of the concerned community.

2) Especially the quality of safety and security as a part of quality of life requires holistic assessment of community's entire space that constantly changes over time. For this purpose the current state of the community has to be monitored and examined from a multiple spectrum of spatial-temporal risks pertaining to earthquake disaster risks.

3) Experts knowledge of assessing risks is not enough and local knowledge by community residents should also be incorporated to overall monitor and examine community's spatial-temporal risks pertaining to earthquake disaster risks. For this reason this collaborative work to make overall diagnosis of community should be conceived as a multi-lateral knowledge development process. This is very much analogous to medical doctor-patient relationship in a participatory, risk communication-oriented society.

4) With the stage of diagnosis (of the current overall state of the community) preformed to serve for "check" and "action", we then need to proceed to "plan" and then "do" to

complete a round of "PDCA cycle." It is shown that this cycle should be effectively repeated in an adaptive manner, with workability of countermeasures and policies being experimentally tested.

In this study an ongoing research challenge in the selected community will be illustrated by involving experts, NGOs and local residents as well as academics. Illustrations will be made to demonstrate both the effectiveness of the proposed approach as well as further research efforts yet to be done.

Water Demand Management in the UK: Examining Value Choices

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Potable water supply has long been managed in the UK on a "predict and provide" model. This paper examines three recent interventions designed to reduce the future demand for water in the UK: the provision of free water meters, the requirement that water companies promote efficient use of water to their customers, and the proposed "code for sustainable building". The paper "drills down" in relation to these specific interventions as a way of exemplifying the value choices made in contemporary water planning in the UK.

Harrison's (2000) characterisation of sustainable development is used as a theoretical frame through which to examine these interventions. Harrison identifies three narratives – termed "efficiency", "equity" and "ethics" – through which different approaches to sustainable development can be understood. In summary, efficiency emphasises the need to do more with less, equity stresses the fair distribution of available resources and power, and ethics, the need to achieve value changes in the culture. The paper begins by examining "water demand management scenarios" associated with each of Harrison's narratives.

The system for water supply planning in the UK is then described. This section summarises the set of interactions between the water service providers, the water regulator and the Environment Agency through which changes in demand are predicted and met. The different drivers of demand are also noted, including demographic and socio-economic trends, changing systems of charging for water, the extent of implementation of water-saving technology, and the location and nature of new homes and industry. The section highlights the increasing pressures on this system arising from both (a) environmental concerns, including the water framework directive, which limits the extent of supply side solutions available and (b) demand, which is predicted to continue to increase. In this context, the need for demand based solutions appears to be urgent.

The three water demand interventions are then examined in turn. Since 2000 water companies have been required to provide free water meters, and a metering based tariff, to all water customers who choose this option. The "water efficiency requirement" was introduced by the water regulator in 2001 and is the requirement that water companies promote the efficient use of water to their customers. The "code for sustainable building" is the UK government's contemporary proposal to introduce a system for progressively increasing the requirements for sustainable features – including those minimising water use – to be incorporated into new buildings. The analysis considers the context in which each of these interventions was introduced, and the way it is implemented. The interventions are then analysed with respect to the water demand management scenarios derived from Harrison's narratives.

The paper concludes that attempts to manage demand in recent years have tended to be more concentrated on an efficiency narrative. This is exemplified by the high emphasis on metering as a means of influencing customer demands, the lack of regional flexibility in the code for sustainable buildings, and the inherent contradictions of privatised water companies explaining to their customers how to use less water. It is questioned whether these efficiency-based measures are sufficient to address future pressures on the system. Alternative ways of managing demand are suggested through the equity and

ethics narratives. In particular, an equity-based solution might allow issues of water demand to be integrated with the land-use planning system, and future demand managed in relation to regional pressures on water supply. Likewise, and from an ethics perspective, consumers may be more likely to respond to messages about water scarcity derived from the Environment Agency, or regional or local government bodies, rather than the privatised water companies which have this responsibility today.

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Does the Upgrading Plan Help to Regenerate Squatter Settlements?
Case Study: Kagithane, Istanbul

Throughout the twentieth century, different housing policies have been developed in different countries and they have changed in time in response to the changing housing problems.

In industrialized countries after the 1980s, rental housing, rent allowances, owner occupation, mortgage tax exemptions, have been aimed to solve housing problems of low income people in these countries. In developing countries, squatter settlements have grown within the informal housing market. UN and World Bank gave some financial support to the slum upgrading and site and service projects, but this type of projects were not widespread. In Turkey, in 1984, each squatter was given permission to build 4 floors and many squatter areas rapidly transformed and turned into high density areas. More widespread method to upgrade squatter settlements was the Upgrading Plan which was brought into force after 1983 with the 775 act.

This paper demonstrates the insufficiency of the regulations to upgrade squatter settlements to improve the building conditions and to provide solutions for affordable housing and sustainable residential areas.

The data used in the assessment of this study were collected through research and case study. In this study, two types of analysis have been utilized. The first one is socio-economic analysis the data of which was obtained from the household survey having 10% sampling rate, and the results were evaluated in terms of housing demand and affordability. The second is a physical analysis of the natural environment, building conditions, density and tenure patterns. The results were used to evaluate the improvement of building conditions and the provision of sustainable residential areas after the transformation began in 1986.

Firstly, the regulations to upgrade squatter settlements resulted in developments that are harmful for the natural environment due to legalization of the squatter settlements which have developed on lands in excess of 25% slope. These development and planning process also resulted in excessive utility costs and ineffective services and have not been able to provide sustainable development strategies. Secondly, the expectations of households for ownership, providing a house for their children and requesting for adding more storey on their buildings resulted in high land use intensity. Besides, the upgrading plans have difficulty improving building conditions due to the lack of a financial support system. Lastly, provision of affordable housing has not been achieved, after the transformation of squatters with the upgrading plans.

Riga City Development on the Way to Sustainability

Restoration of the statehood of Latvia, crucial political and economical changes in the transition to the free market democracy and the advent of private land ownership required new planning strategies. Riga was one of the first post-socialist cities where a modern official city plan, basing on sustainability principles, was prepared and adopted in 1995.

In the last several years, the City of Riga has undertaken many initiatives to incorporate the concept of sustainable development into the city's operations as well as the behaviours and attitudes of Riga inhabitants. This process is only just beginning, and Riga's biggest challenge has been fostering a participatory and transparent policy-making environment. The problems on the way to sustainable development are:
– lack of co-operation between public, municipality and interest groups
– insufficient public education and level of environmental awareness
– poor public involvement in solving of environmental problems
– shortage of regular targeted information about environment conditions
– lack of experience and the resources

The integration of sustainability issues into sectoral planning and decision-making in Riga is limited and governance often takes the traditional command-and-control form. Now after ten years of rapid development in economic and social sphere, and joining to EU, the Development Plan 2006-2018 of Riga City is completed.

The new development plan of Riga is one of the first planning documents in Latvia where special attention is paid to brownfield problems. A special research of brownfield land is made as the part of the plan. Not only contaminated land is considered to be brownfields. According to the general concept used in the plan the brownfield is land which has been used or built up, but presently is not used or the usage of it is very ineffective and development of the place cannot be restarted without massive investments normally beyond the possibilities or interest of private owners. Another characteristic feature of brownfields is their negative impact to the neighbourhood, especially to development possibilities of the neighbouring territories.

The investigation made within the Riga development plan has had an aim to identify the brounfield areas and make general suggestions for its future use and development possibilities. The conclusion is that Riga does not have very much brownfield land at the moment mainly because of the favorable economic conditions, but still the problem exists. As the next step of planning it is proposed to prepare the Riga City long term strategy and action plan for brownfield revitalization. Regeneration of brownfields cannot be made without public investments, but the land revitalized form a considerable part of areas for new developments and give a positive impact to sustainability of cities.

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The North: The New European Frontier with Global Warming

The thawing of the Cold War opened a dialogue between the boarder-nations of the Arctic Ocean. This dialogue led to the establishing of the Arctic Council (AC) of eight nations in 1996. Five of these nations are European; Denmark (incl. Greenland), Iceland, Norway, Sweden and Finland. The three other member states are; Canada, USA (Alaska) and Russia (Siberia). Greenland that is by far the largest European Arctic territory (2.2 million sq km), is a part of Denmark.

Denmark, Sweden and Finland are the three EU countries in the Arctic Council. Iceland and Norway are also, de facto, a part of the EU through the European Economic Agreement (EEA) of 1994. In November 2004 the Arctic Council issued an Arctic Climate Impact Assessment (ACIA). This report finds that global warming is happening faster than the earlier IPCC climate reports have assumed, especially in the winter in the Arctic, where a rise of 4-7 °C is predicted over land areas by 2100.

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Global warming is predicted to have very many bad consequences, e.g. because of the rise in sea-level as the glaciers of the world melt.

It is rarely mentioned that global warming will have many positive consequences for northern regions. Iceland and Northern Scandinavia are e.g. predicted to have about 2°C higher temperature in 2100. This means a climate similar to Denmark and England today. The climate zones of all Europe will move north accordingly.

The ACIA report also makes predictions about the shrinking of the polar ice cap, that already by 2050 will have shrunk by 40% and also, on the average, gotten 30% thinner. This makes e.g. the exploiting some of the huge oil and gas resources of the region possible and opens up shipping lines in the summer, between the North Atlantic and the North Pacific.

This paper explores what the opening of this new Northern Frontier will mean for European and international planning. The main findings are: The North and the passage between Iceland and Norway will become more important because the future shipping lines between Europe and the North Pacific area will lie there; Greenland, Iceland and Northern Scandivavia will become an important new European frontier with global warming; Recourses in these northern areas are close to central Europe, and will become invaluable; The cleanliness of these areas is a resource; The resources and the important shipping lines will make these areas strategically very important.

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ECO-City – an Ambitious Scientific Project

ECO-City is a project financed by the European Union to develop settlement patterns for sustainable cities in variable climatic zones of Europe. These kind of structural solutions depend on specific site related conditions. That is why the different national ECO-City concepts are being developed for the green field, complementary to already existing towns. The objectives of ECO-City are on the one hand to interrelate new "sustainable" technical solutions within the model settlement and on the other hand to take the interdependency of the model settlement with its already existing surroundings into account. Another aim of ECO-City is to find an optimised combination between top-down and bottom-up decision making processes.

This knowledge will help to name the key elements and figures which should become the EU-wide standards of sustainable settlement development in future.

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Small is Beautiful? – Dealing with the Environmental Impact of One-person Households in Europe

As we enter the 21st Century escalating resource consumption and global warming are threatening the existence of life on earth. Culture, economic growth and political decisions are all fundamental factors influencing resource consumption, associated emissions and waste production. However, demographic changes in the richer nations are also influential. Reduction in household size for example (according to research presented here) significantly increases domestic resource consumption, associated emissions and waste production. It also results in a loss of biodiversity.

In Europe there is a trend towards the growth in small households, especially one-person households as a result of cultural, economic and institutional changes. According to the Economic Commission for Europe (2003) in Norway more than 40 per cent, in Sweden,

Finland, Denmark and Germany over 35 per cent and in the UK 28% of the population are one-person households. In resource terms, one-person households are likely to consume more land, energy, goods and materials per person and produce more waste than those living in larger households where resources are shared amongst a greater number of people. Increase in the number of households (generated by reduction in household size) will also result in an increase in number of housing units needed thus increasing the quantity of resources consumed and waste produced in construction. Finally an increase in affluence amongst the one-person households is also likely to lead to an increase in resource consumption amongst the group. Thus an increase in one-person households is likely to significantly accelerate domestic consumption of resources, associated emissions and waste in parts of northern and western Europe over the next twenty years.

This paper demonstrates the potential scale of the problem internationally with a focus on Northern and Western Europe. It also investigates the current policy response to the problem. The paper goes on to describe how a series of fiscal policies could be introduced to increase resource efficiency, reduce waste production amongst one-person households and encourage the formation of larger households including: relocation incentives, occupancy and refuse tax. The paper also discusses the use of land and density targets as a method of restricting land-take for new housing units for small households. The paper considers how collaborative and collective housing designs could be adapted to encourage the formation of larger peer-shared households (collective designs) or sharing of resources between smaller households (collaborative designs). The paper also discusses the possibility of introducing environmental awareness campaigns particularly targeted at one-person households to tackle the problem. It goes on to consider the diversity of the group (especially in terms of income) and suggest how this may impact on policy.

Land Development Limits Due to Flood Risks Resulting from Man's Activity

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In modern times, because of his expansionist land consuming activity, man often comes into conflict with the nature's manifestations, such as natural disasters, floods, etc. Disregarding the often uncontrolled exploitation of natural resources, air pollution and the often discussed changes of climate, we have to be aware of the extraordinary increase of the extent of the environment's use in the last 150 years. Urbanisation and the use of land in new areas and locations by itself raises the probability of confrontation with nature, and automatically amplifies the potential of damage caused in the event of natural calamities.

The critical elements that by their mere existence increase the damage, affect the direction, the extent and generally the course of flood in the settlements. To these critical elements belong primarily the narrowed riverbeds and the development located on the adjacent alluvial terraces. These locations, suitable for development, form often a solid and plain ground.

The historical prudence of our ancestors who often built their settlements in elevated locations, proved to be substantiated. Of course, the process of civilisation and the development of settlements on an acceptable scale cannot be stopped. However, new findings of all disciplines relating to the mentioned problems make it possible to either totally prevent or at least reduce the extent of damage caused by potential flood. One of the effective tools for controlling this process is to characterise the influence of the urban structure and of the spatial concept on the course of big floods through human settlements.

During the flood, in some narrowed and densely developed locations, the flood wave raises and the flow of water becomes more rapid. The only result can be the overflow into urbanised areas. The runoff conditions and the behaviour of the flood wave are also

affected by the configuration of the ground and the character of the flooded areas, even at the scale of a structure.

To the elements that strongly affect the course of flood through a city frequently belong railway and highway embankments or continuous linear development. These elements – if situated across the flow's direction – guide the flood wave and return it back into the cities and villages.

In urbanised areas, where inundation cannot be fully ruled out and where it would not be cost-effective to take extraordinary and costly local measures, the existing as well as the new development is to be regulated at the scale of a building structure. Such a structure which unambiguously affects the runoff conditions, is e.g. a continuous housing or commercial development. Such structures that are frequently encountered in the modern parts of cities have to be analysed and appraised individually.

The limits of land development, with view to the extensive development of human settlements, can never be set exactly. Great prudence is advised especially when changing land use according to the interests of investors. It seems that the regulations and limits of land development have to become more concrete at the scale of building structures, and to define more exactly the area's functional and spatial use. It is possible to regulate the street line, the bulk of the building, and to appraise at all the possibility of its existence.

Track 15: Economic Aspects of Land Use

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List of Abstracts for Track 15

Statement of Track Chairs

Important issues of economic aspects of land use are: How can land be used most efficiently? What is the trade-off between efficiency and equity objectives? Which characteristics of land use makes a region or city flourish most? Consumers want to find the best places of residence with nearby opportunities to work, to consume and for recreational activities. Entrepreneurs look for the optimal location of their business. Private investors seek for an optimal rent from their properties. These individual optimisation processes do not necessarily lead to the social optimum, in particular when external effects are involved. It can also be at odds with public objectives such as nature conservation and the like.

For this reason, public authorities have developed a wide range of instruments to guide the allocation of land towards optimum and/or to get support by voters in political competition. The task of this track is to resume major aspects of the discussion regarding the effectiveness, efficiency and equity of applying such instruments in the following fields: (1) to provide infrastructure, (2) to enact property rights and other rights of disposal regulating the use of land, (3) to execute land supply policy and taxation and (4) location choice and regional economic development in the Greater Europe. These topics will be discussed in four sub-tracks.

Topics of the sub-tracks:

(1) Infrastructure

In general, infrastructure embody some elements of public goods (non-excludability, non-rivalness). It is therefore an open question whether a particular infrastructure will be provided at all, and whether public and/or private transactors will be involved in their provision. Further questions to be discussed in this context are: What is the role of private investors, public authorities and land owners in infrastructure provision? How is the provision of different kinds of infrastructure reflected in the real estate market? What are the interdependencies between the supply of infrastructure and changes in regulating land use?

(2) Economics of zoning

The first issue of this sub-track is that enacting zoning laws, building permits and prescriptions etc. can be guided by or used to reach different objectives of public authorities. In a normative perspective the major objectives are (a) to stimulate neighbourhood synergies and/or (b) to settle neighbourhood conflicts, i. e. to internalise positive or negative external effects in production as well as consumption. Alternatively, zoning can be considered as a means of the politicians to earn political support or of bureaucrats to get what they are striving for. It should be discussed under which circumstances it is to be expected that the outcomes are the same in these cases or differ and how it can be explained. Cases in which zoning reflects predominantly the interest of a single firm and contradicts the public interest are also worth to study. Explanations of this kind may lead to improvements of planning instruments.

The second issue is the discussion of alternative ways to settle disputes between different land use claims other than mandatory state intervention, such as negotiated solutions, and how they work out comparatively. While the usefulness of zoning and other forms of land use control by public authorities is largely taken for granted in most countries of Europe, since about 1970 there has been an ongoing debate in the United States about the effects of zoning compared to negotiations and voluntary agreements directly between the parties involved. A similar discussion is now emerging in Great Britain. It's worth the trouble to deepen this discussion from an economic point of view in continental Europe and elsewhere also.

(3) Land supply policy and taxation

Apart from the instruments mentioned above a large variety of instruments have been used to influence land supply in locations characterised by severe shortages which may be grouped into four fundamentally different classes of instruments: (a) land procurement and provision by a public authority or a development corporation controlled by it,

acting as a private partner on the land market, (b) expropriation of private land owners, (c) to establish "enterprise zones", often conceived as an exceptional withdrawal of government from applying regulatory instruments in order to stimulate private investment under otherwise non-attractive economic and or social circumstances, e. g. regions of decay; or regions of potential strategic importance judged as justifying such a measure even if it seems to contradict general rules of equal competition. A last kind of instruments possibly to influence the supply and use of land is (d) taxation of land property and transactions. What are the specific characteristics of these instruments regarding the effectiveness, efficiency and equity (compared to infrastructure provision, zoning etc.)?

(4) Location choice and regional economic development in the Greater Europe
Currently an extremely wide range of regional disparities can be observed in Europe , even in countries next to each other. This refers both to regional location factors (wage rates, tax rates, regulation density) and to welfare indicators (such as income, unemployment rates). Hence it is crucial to study location decisions of firms and their impact on national and regional economic development.

Companies decide about their locations on different spatial levels. Depending on the scale of the firm, the (world) region (e. g. Europe), the nation, the region within a nation and the location within an urban-regional context are hierarchical steps to be followed in the decision process. The analysis of these decision patterns together with that of the regional impacts of these decisions may form the content of this sub-track.

The issue of how many and which kind of companies do locate in a particular region determines the region's economic investment dynamics, the labour market and innovation potential. Besides this the economic perspective of regional development has a strong focus on the capabilities of enterprises in a region, their inner-regional horizontal and vertical exchange and their trans-regional relationships. The role of these factors as preconditions for the location choice as well as determinants of their impact on the regional economy shall be examined. Papers contributing new methods to explain location choices under the new conditions in Central Europe and to assess their impact on regional economic development are highly welcomed.

**Public Financial Crisis, Privatisation and the
Capability for Local/regional Structural Policies and Economic
Development Strategies – The Example of the City of Dortmund /Germany**

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In Germany the overall economic performance - influenced very intensively by the restrictive effects of the Maastricht treaty and the Stability and Growth Pact and the specific tax reduction programmes - resulted in enormous stress on the public budgets especially on the level of the Lander (federal states) and the local authorities. The main expenditure blocks of the Lander are education (schools and universities) and police, whereas on the local level kindergardens, longlife learning institutions, social security, hospitals and public utilities (electricity, water, local public transport and waste collection and treatment) are the main fields of activities. Together both levels finance public buildings, roads and so on. The -self produced - financial crisis of the public budgets is one important driving force of privatisation activities. The other one is the strong pressure for liberalisation and deregulation of public goods, which comes from the EU (actions for creating single markets for goods and -newly - services) and a more neo-liberal approach of most of the national governments.

Privatisation, deregulation and liberalisation of public activities produce ambivalent results. They weaken the local and regional action parameters and instruments for providing high levels of physical and social infrastructure and reduce the amount of compensation funds which are necessary especially for structural deficit activities like public transport, for poorer people, cities and regions. Privatisation and deregulation on the EU-

level also destroy the level of wages and working conditions (working time). On the other hand sometimes they improve the quality of management and mobilise private and voluntary forces for aims of public and general interest.

The series of privatisation began in the sector of high profitable public utilities (postal and telecommunication on the federal level, electricity, gaze, water and waste disposal on the local and regional level) where the local situation is now very different (from fully to partly privatised utilities companies, partnerships and joint ventures with private utilities companies and companies which still are in the majority of the public). A specific form of public-private-cooperation has been developed in the field of technology centres and infrastructure for high tech developments (including regional airports) as well as development sites and locations, mostly brownfields which have to be transformed in future estate sites for technology parks.

This paper describes the different stages of privatisation, typical negative effects on prices and quality indicators, different fields of realising privatisation and different forms of public-private-partnerships. It tries to estimate some results referring to the public managing capacities in respect to the structural policies and economic development activities of the local authorities.

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Forced Collaboration in Urban Development Processes

Urban development processes are often characterized by a broad spectrum of stakeholders, such as land owners, urban government, commercial developers, etc. Some of them are crucial for the success or failure of a process, e.g. if nothing can be done without their agreement. In literature this is sometimes described as "hindrance power".

In consensus planning it is assumed that voluntary collaboration may result in "win-win" situations. Unequal power relations, however, may disturb this idealistic picture. Stakeholders with ownership rights of buildings or soil may create such unequal relationships. Without their consent no development takes place or at least hampers the development if expropriation is possible by legal actions. A collaboration between public and private parties that involve such important power relations is denoted here as "forced collaboration" (FC), if the parties can not proceed without each other.

In this paper it will be shown that FC can have a disturbing effect on various facets of the real estate market. Some cases will be described that will be used to arrive at a theory of forced collaboration. It will be outlined that it has implications for the role of local government and the quality of its planning, the market prices and last but not least the outcomes of the development process.

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The Social Dimension of Regional Sustainable Development

Although the original definition by the Brundtland Commission does not make such a distinction, it is now common to describe sustainable development as a combination of three dimensions or "pillars", namely the environmental (ecological), economic, and social dimension. Until now the social dimension is the pillar that received the least attention in academic research. This is largely due to the fact that there is no commonly accepted conceptualization what should be understood by this social dimension.

In the paper we take the valuing of stocks of capital, notably of social and human capital, as a framework to conceptualize the social dimension of sustainable regional development. In this conceptualization regional development is more sustainable as it maintains or increases the total stock of social and human capital in a region. Differences between these stocks of social and human capital in different regions lead to an unbalanced development and inequity between regions which can also be seen as an impor-

tant conceptualization of socially sustainable regional development. The central theme of the paper is the relation between brain drain and regional planning in (peripheral) European regions. The issue of brain drain is central for the goals of the Lisbon strategy on knowledge economy, employment, sustainability and social cohesion. The empirical material is based on the NWE IINTERREG IIIb-project "Human capital in peripheral European regions; brain drain and brain gain" of which the author is project leader. This project compares three peripheral regions; the region Twente in the Netherlands; region Central Switzerland Kantons Lucerne and Uri and the region Westpfalz in Germany.

This paper starts from the preposition that a direct impact of a sizeable brain drain is not only economically but also socially. Brain drain has also influence on the social capital in a region and therefore on the social dimension of sustainable development. High educated people contribute to many social functions in NGO's, schools, sports and culture associations and local politics.

Because human capital assets are an important tool for growth brain drain processes directly influences the economic dimension of regional sustainable development because it will be a slow down of the economic development in a region. The availability of higher educated working force is a settlement factor for business. Not only directly but also in terms of the knowledge infrastructure available for particular SME's. This means that in the end the loss of the more educated also influences job availability for low-skilled workers, increases poverty and widens inequality between regions. An unbalance between regions in human and social capital not only influences regional social economic and social functions, it also relates to social problems. The balance in demographic development relates to problems of aging of the population that will hit certain regions harder. The balance in educational and job opportunities, particular for young people relates to problems of unemployment. Finally an unbalance in regions also has physical consequences (more business area, roads, etc.) for the overdeveloped regions.

Unbalance leads to inequality between regions which is unsustainable regional development in itself.

Brain drain does not only have many territorial consequences but also many factors that influence the average level of human capital in a region are territorial. One factor is the geographical position of the region. Peripheral regions may have less attractive residence potential for (young) higher educated people than central or metropolitan areas. A second factor is the presence of an infrastructure for higher education.

Many measures to fight brain drain are spatial instruments that aim to raise the attractiveness of a regions for settlement of people and business in need of high skilled labor force and to overcome settlement problems.

The paper analyses on the basis of the empirical material of the INTERREG-project:
– the (territorial) causes of brain drain;
– the effects of brain drain in the regions on (social) sustainable development;
– the regional planning measures that can and have been undertaken.

Spatial Cooperation as the Cohesive Challenge to Neo-liberal Development in Europe

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The first section is a review of our understanding of the neo-liberal project which has become dominant in Europe in recent decades, the main dynamics of capital accumulation as a driver of change, the intensification of exploitation of people and of places through the spatial reorganisation of manufacturing (within Europe but especially with competition from the far east), of tertiary activity and of real estate development and (especially) of property investment/commodification. While the neo-liberal project is normally defended in a non-spatial language (freedom, competition, choice, reform, growth and so on), recent research is increasingly demonstrating the implied effects in geographic and urban space.

The second section reviews our capacity to explain the spatiality of these changes at a variety of scales (Europe-wide, within national and regional territories and at the micro-scales of city and neighbourhood). Hub airports, major transport nodes and other "centralities" are discussed. This section tries to link flows of investment and income, migration and market dynamics – especially for housing and for retailing and services – and the contested erosion of the old welfare regimes of both capitalist and communist Europe. Issues of "Anglo-Saxon" versus "European" and of Old/New Europe are considered. In this context the negotiated and coded language of the ESDP and of "sustainability" can be read as oppositional and the third section of the paper explores the steps which could validly and feasibly be taken to reverse the most damaging trends and to reconstruct key mechanisms and relationships. Drawing on current challenges to the latest London Plan (which presents itself as London's implementation of the ESDP but in many ways should be construed as the opposite), the paper identifies labour market and property market mechanisms as being most in need of transformation at neighbourhood and city-region scale; at wider scales attention focuses on cooperation about regional disparities, the terms of labour and capital mobility, transport planning and a reinvention of social housing.

[Note: this draws on the ESDP literature, on economics and economic geography including Amin, Massey and Thrift; Moulaert and collaborators, Richardson, Ole B Jensen, Andres Rodrigues-Pose, Charlie Jeffrey, Maloutas etc. There is also a strong influence from a number of our own PhD students.]

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Land Use Planning, Nature Conservation and Commercial Development

How successful are the two key mechanisms in the Norwegian approach to environmental management, the national nature conservation authorities and local authorities' land use planning services, are when it comes to balancing between user and conservation interests? Nature conservation is the responsibility of central government; decision making shall take into account factors of national importance and scientific opinion. Local use land planning is the responsibility of local authorities, and decision making here shall strike a balance between various interests and exercise good political judgement. Both systems are criticised. The conservation authorities often meet with public hostility because conservation limits the uses to which land may be put. Local land planning authorities are criticised by environmentalists for leniency and giving in too easily to local business and development interests.

We studied whether there was any truth to the criticism in a comparative study of nature management by conservation authorities and land planning authorities in four environmental comparative cases – two which was protected and two which was planned. Environmental values are regarded similar and given high priority in all cases. We found basically that conservation authorities do a better job at conserving important natural and cultural sites. But conservation not only restricts commercial nature-based activity, it is also more likely to prevent commercial development than land use planning.

However we also found an example of a three-way partnership involving national conservation authorities, local authorities and landowners which reduced the likelihood of conflict, and engineered solutions acceptable to all parties.

The study found strong support for conservation among landowners, local authorities and the public in one protected landscape. What explains this? The county governor this case has paid attention to participation of landowners, local authorities and the public. The advisory board, on which landowners and several local authorities are represented, has played a key management role. The county governor has submitted his recommendations to the board, which strives for decision making consensus, and which so far has followed the recommendations when they do not violate conservation regulations. In the other protected area, the corresponding board has been much less in focus, and has

only considered matters of principle. Other opinions are seldom sought when the county governor deals with planning permission applications. Shared decision making in open areas/green belts is mostly limited to involvement in the planning procedures before the plan is approved, which complies with general planning practices. A more transparent, inclusive and involved approach appears to have boosted confidence in government and persuaded landowners of the importance of conservation: they are more likely to appreciate why planning permission is sometimes not forthcoming.

Landowners and local councils often see land use planning as an alternative way of conserving important natural sites than declaring them protected areas. Our study, however, shows that this assumption does not hold in practice, at least not when it comes to conserving landscapes in densely populated areas. The local planning system seems to be far too lax a mechanism to protect important landscapes in areas under constant developmental pressure. Even in areas where the conservation value is well documented, we see preference regularly given by land planning authorities to developers and businesses rather than conservation.

But on the other hand, landowners often oppose conservation, quite vehemently too, and this does little to encourage support for conservation. Building local support for conservation is considered vital to the conservation of sites of natural and cultural importance over the longer term. One way of to promote support for conservation would be to coordinate the interests of users and conservationists by setting up an advisory committee of local expertise and interests.

The national environment authorities have been criticised for failing to ensure that this is done. One important reason to the ongoing delegation of environmental responsibilities to local authorities is that they should be better at balancing user interests and conservation concerns, and local decision making should result in support for the government's environment policy. The idea is that between them, a national system of conservation and local authorities would combine the best of both worlds. But we came across an instance where national conservation authorities worked with local authorities and landowners in an open management system and reached compromises acceptable to all parties. It also had a positive effect on the conflict level. Although local authorities may be better equipped to balance local use and national conservation objectives, our study shows that national authorities can succeed here too. It boils probably down to the type of knowledge and approach to values that are in force and the processes and bodies set up by the authorities to facilitate involvement of interested and affected parties, more than who makes the decisions and which management system sets the ground rules.

Enterprise Zones and Zones Franches Urbaines:
"Greenlining" Urban Neighbourhoods in Britain and France

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Spatially targeted fiscal and planning deregulation initiatives have proved an important element of the urban regeneration toolkit of numerous western governments during the past quarter century.

The origins of this approach may be traced to Peter Hall's advocacy, in the late 1970s, of Enterprise Zones ("EZs"), in which, Hall argued, a simplified planning regime and business friendly tax concessions could provide a vehicle for reversing the fortunes of declining urban areas in Britain. Hall's ideas dovetailed conveniently with the liberalism of the Thatcher government and the EZ initiative became synonymous with the business oriented, property led approach to regeneration of the 1980s. Consequently, the programme is, generally, considered to have been consigned to history. However, in 2005, the initiative remains "live", if largely forgotten, in the UK, with four active EZs in the coalfields of the East Midlands, Yorkshire and the North East.

In France, Zones Franches Urbaines ("ZFUs"), analogous to EZs, have been adopted, enthusiastically, by right-of-centre governments during the past decade. In 1996, the

Juppé administration designated 44 ZFUs as part of its Pacte de Relance pour la Ville. In 2003, these (time-expired) zones were re-animated by the Raffarin government, and a further 41 ZFUs designated.

This paper traces the evolution of the EZ / ZFU model from its liberal Anglo-Saxon origins to its adoption, in France, as the economic dimension of a broader approach to regeneration, planning and social policy. The paper contains five further sections.

First, we discuss the very different ideological dispositions that have informed the development of policy in the two countries. In the UK, Peters Hall's original radical proposals – his so-called "freeport solution", in which target neighbourhoods would effectively be placed outside the UK government's jurisdiction to enable the free flow and valorisation of goods, labour and capital – were substantially diluted by the Conservative government. Nevertheless, the EZs must be interpreted in the context of the Thatcher government's broader ideological challenge to the post-war Keynesian welfare state. The objectives of the programme, in the first instance, were, substantively, narrowly economic in nature (to generate additional economic activity and to contribute to physical regeneration), and, ideologically, to demonstrate the primacy of market-based solutions. Received wisdom suggests that France has eschewed the neo-liberal experiments of the Anglo-Saxon world. Indeed, in France, the positive discrimination inherent in the ZFU model has been justified in terms of promoting equality and solidarity nationally. ZFUs are the economic dimension of a multi-faceted approach to planning, regeneration and social policy that incorporates a number of objectives, e.g. promoting social mix and tackling social exclusion. Moreover, ZFUs have been subject to a vigorous "moral" debate focusing on their redistributive impacts, and the nature and duration of employment created.

Second, we consider the national policy frameworks for EZs and ZFUs and the rationale for these. In both countries, a variety of fiscal incentives have been offered to businesses. However, in the UK, this policy has been implemented on a universal, non-discretionary basis whereas, in France, the granting of financial support to business has been more selective and conditional upon recipient firms meeting job creation and other targets. The EZs in the UK have also been characterised by a simplified planning regime, whereas, in the French ZFUs, normal planning procedures remain intact, the incentives to business are purely financial.

Third, we consider the different ways that EZs and ZFUs have been implemented locally. In both countries, implementation between zones has differed along a number of dimensions: the degree of political support locally, the extent to which local objectives have been defined narrowly or broadly, the extent to which zones have been supported by accompanying investment (e.g. provision of sites and premises, training, transport, marketing), the location and development potential of the zones (e.g. available property, local skills base).

Fourth, we consider the outcomes of EZ and ZFU policy in Britain and France. The programmes have been subject to vigorous academic and practitioner evaluations. In both countries, the zones have been criticised for creating too few jobs at too high a cost to the exchequer. However, it is argued here that formal national evaluations have placed too much emphasis on aggregate quantitative measures, at the expense of a more qualitative assessment of the impact on local economies and accommodating differential local outcomes. Finally, some brief conclusions are offered.

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Capital Constraints: The Practice of Office Investment Decision-making in France, Germany and the UK

The paper addresses an important aspect of the question "What is the role of regulation mechanisms, the role of the state and private capital in the modern development of cities?" from the perspective of urban studies and economics.

A central consideration of urban policy in Europe has been the levering of private invest-

ment capital into urban regeneration, yet there has been little research on how such capital might be accessed or upon the motivations of investors (Adair et al, 1998). In the latter regard, work initially focused on investors' assessment of the balance between the risks and returns of investing in regeneration projects, and upon policies designed to alter this balance to the benefit of regeneration (Adair et al, 1999). Subsequently, Guy et al (2002) highlighted the contrasting ways in which the nature, construction and application of investors' and developers' strategic rationalities intersect with local (market) conditions. They suggested that such rationalities define and constrain an actor's behaviour (relating, for example, to the character and location of property investments and developments that they are willing to pursue). Institutional investors draw on an external international/global base of knowledge and experience and tend to impose buildings on cities. If the state wishes to increase its influence on the flow of large private capital into cities it must engage with investors in more knowing, subtle and complex ways than hitherto.

This paper explores the investment decision-making process with regard to office property investments in France, Germany and the UK. It considers these decisions to be part of socially constructed calculative practices (Miller 2001). These practices are both fundamentally influenced by, and influence, the wider society in which they are set (Miller and Napier 1993) and may be used to affect the distribution of income and wealth (Tinker and Neimark, 1988). We report the results of in-depth case studies of investment decision-making in Paris; in Berlin, Frankfurt, Hamburg and Munich; and in London. These demonstrate, to differing degrees, the strength of investors' social networks and of the particular understandings of risk and return that they generate and maintain with regard to office investment locations. When embodied in the calculative practice of investment decision-making, such understandings have a fundamental influence on the pattern of investment, by building type and by location. The social-structural constraints on investment are also reinforced, in certain contexts, by particular calculative technologies such as portfolio benchmarking. While the specifics of these practices vary with national settings, their general character and resulting influence do not. The prime areas of core cities are favoured over other urban areas and other cities and office buildings are favoured over other sectors. The calculus that gives rise to this investment pattern cannot be altered simply by changing the balance between risk and return: understandings of risk and return must also be addressed. This conclusion has important implications for policy relating to urban renewal and redevelopment.

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The Descriptiion of Chaos in Regional Development and Planning in Norway

The overall question for regional development is whether it can or should be coordinated, steered and planned, and if it is possible at all to design institutional structures in favour of regional development. Some sort of coordination is needed, but it is highly disputed amongst scholars how and what type of coordination can or should be achieved. They seem, however, to agree that in a complex and fragmented society there is a call for coordination. Individuals, companies, and governments; all plan for the future in some or another way – at least trying to coordinate our actions today and hopefully also to shape a better future than without this planning activity. Hence, coordination can be seen as a form of planning. Planning has been described as coordination with basis in knowledge and a clear orientation towards the future [Aarsæther, 2001 #92].

As a part of a Ph.D. study, 40 regional actors in three Norwegian counties has been interviewed regarding their views on regional partnerships, which currently is the preferred national policy towards the creation of regional development from within. The results of these in depths interviews are a description of chaos. The chaos seems to be a result of a steadily ongoing fragmentation of means, measures and types of actors in regional policy.

The County municipalities in Norway are supposed to develop own regional policies, coordinate and plan within this institutional fragmented world. One of the main tools to do so is by establishing different types of regional partnerships. The development of partnership can be seen as an ongoing trial of correcting the regional planning system. The county municipalities are under pressure and they are fighting, not only for their existence, but for future existence of an elected body on regional level at all. One option, which is preferred by the main coalition party in the Norwegian government, is to only have a regional Governor. The County municipalities therefore have to succeed in establishing partnerships in order to coordinate, plan and implement regional policy for regional development.

The material to be presented in this paper is in-debts interviews from three different counties in Norway, with different approaches to partnership in regional planning systems. The interviews comprise all types of actors in regional partnerships. The results will be seen both in terms of different partnership approaches, networks and multi level governance. Partnerships as coordination can be seen as a third way – between hierarchies and markets.

The third category in models of coordination is networks (Frances, 1991). Partnership in a multi level governance context can be looked upon as networks, and are often treated as such (Bogason, 2001, Rhodes, 1991, Rhodes, 1997, Stoker, 1998). A network is generally defined from Mitchell (1969) as "a specific type of relation linking a defined set of persons, objects or events" (Knoke, 1991).

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Public Investment Strategies for Amsterdam: Absent, Latent and Manifest

Over the last decades, planning has found itself in a new context. The awareness has grown that the planner, no longer omnipotent and all knowing, is merely one of the agents that shape space. For urban development by public initiative to be successful, private investments are usually required. This means that private preferences largely determine where in the city opportunities for urban development can be found. Planning strategies therefore have to take such preferences into account when deciding where in the city to invest. For limitedness of resources, planning always had to be selective. Yet more and more, projects for development can no longer be selected purely on the basis of public goals, but also need to be based on opportunities. Only then we can speak of truly strategic planning. It is exactly this problem that the municipality of Amsterdam is currently encountering, in particular when making municipal structure plans. It recognis-

es the need to be selective and to take into account private preferences, but lacks a clear conception of this. This results in rather ad hoc planning decisions. For Amsterdam, a planning tool is therefore being developed, with the aim of providing insight into private preferences, so that investment decisions can be more substantiated by actual opportunities.

Inspired by business literature, we take a portfolio perspective, regarding the city as a portfolio, consisting of all 355 neighbourhoods. As is done for common products, for every neighbourhood a distinction is made between its current performance and its potential, which then results in an overview of their strategic positions in a housing and an office portfolio. Subsequently, this insight allows for more explicit portfolio strategies. Depending on current priorities or issues, investment decisions can be made, with a focus for instance on fast declining areas, or on areas that need little public investment to stimulate private investments. More specific issues can also be addressed: which areas in the portfolio (can) contribute to themes such as "urbanity" or "the creative city"? This paper gives a description of this portfolio tool and how it provides a framework for more substantiated decisions on public investments. This explicit portfolio approach is then set against current and earlier practice of plans and decisions in Amsterdam. Can hypothetical portfolio strategies, some of which described above, be distilled from this, either explicit or implicit? If yes, just how sophisticated are they? Of particular interest is the question whether the decreasing amount of power has indeed resulted in more selective strategies.

The Generic Accessibility as
an Explanation for Locational Principles of Economic Activity

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Locational principles of economy are most often defined in relation to markets. This very basic market-led principle is believed to create recognizable patterns in land-use and distribution of activities following market centralities. Edgar M. Hoover described some sixty years ago that these patterns of urban structure arise from the different requirements of the various land uses. According to him these requirements are defined by transferring and processing advantages of various sites in urban field. These patterns are well-defined in the market landscape forming a single centre. This particular situation leads into equilibrium or near equilibrium state that can also be explained on bases bid-rent potential of activities.

Despite the elegance of smooth theoretical solutions of single centre dominated markets, they are becoming merely idealized concepts of grubby reality of present day. More over these simple solutions don't provide any specific guidelines for some of the most recent phenomena, say for instance, the emergence of new nodes and other centres of economic activity. In fact problems in these definitions are reflecting a more general problem of centrality in poly-nucleated and networking urban landscapes, which have recently become a dominating concern of the expanding urban areas. The aim of this paper is to expose the concealed logic of locational choices of various economic actors and more specifically define what types of "trade areas" they seem to favour.

It is argued that market locations as well as other major urban facilities are largely dependent on fundamental principle of accessibility. The principle of accessibility has originally been formalized in the seminal work of W.G. Hansen. Following the above mentioned Hoover's idea that trade areas are defined consistent with needs of each sector of industry and bringing the analysis into the disaggregate level, it is possible to get a picture of locational preferences of different actors within an urban field. For that purpose, the concept of generic accessibility is introduced and used as an index describing the configurational properties of each location.

The paper defines a method for creating a profile for various aspects of accessibility that are familiar with different classes of activity within an urban region of Greater Helsinki

area. The paper discusses issues of the growth of potential market locations that are caused by changes in transportation network. Concept of general accessibility is used to define a "finger print" characteristic for each land-use and create a theoretical background to estimate the possible changes caused by major changes in the flow network. The "finger prints" also expose different locational principles of activities in two structurally different locations: in downtown and in the outer urban fringe. Thus the idea is to give at least a partial answer for W.G. Hansen's original question: "How accessibility changes land-use" via location of economic activity.

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Socio-Economic Regeneration Outside Agglomerations – Local Economic Development in European Rural Areas – a Study within the Framework of the Interreg IIIB Project "Medium Sized Cities in Dialogue around the Baltic Sea (MECIBS)"

Scope – facilitating change
Especially in a globalising world, the potential for local intervention is often seen as very limited. Urban development seems to be externally driven. Local actors complain about the impossibility to duly react to the challenges resulting from the complexity of a global economy and continuing processes of internationalisation. However, the capabilities to facilitate change on the local level and the strength of local potentials are clearly underestimated.

The paper concentrates on towns affected by problems according to a low economic performance and declining municipal or regional population and makes the recent economic development and transformation as well as the undertaken efforts towards socio-economic regeneration the centre of interest. Socio-economic regeneration thereby aims at reducing social disparities through sustainable economic and social development.

The main objective is to show similarities concerning problematic processes of transformation and to analyse how local actors react to the connected problems. The idea is to point out possibilities of response to common problems in strategies and with specific projects and to demonstrate their contribution to socio-economic regeneration.

Framework of the study
Every town and city is affected by specific trends of transformation, by processes of (structural) change. Some cities and some economies can adjust without problems while others get trapped in more or less deep crises because of variegated impacts of transformation on all fields of urban development. In some cases transformation leads to decline.

With its integrated perspective urban regeneration is defined as a comprehensive and integrated vision and action which leads to the resolution of urban problems. Urban regeneration moves beyond urban renewal (process of essentially physical change), urban development (general mission) and urban revitalisation (no precise method of approach). The need of a general strategic agenda and the cross-sectoral integration are seen as central features of urban regeneration. Urban regeneration aims at reducing social exclusion and promoting the economic reintegration of disadvantaged urban areas. Economic regeneration is seen as a bundle of measures to support the economic sector. However, attempts to include local communities, to bring unemployed people back to work and to improve the general social situation are seen as central in times of globalisation. Economic regeneration can be more than investments in infrastructure and the supply of land. There are some promising attempts putting local strengths in the centre of interest (locally rooted or endogenous forms of local economic development).

Theoretical background
Institutions, as both formal rules, norms and informal social conventions, embody values and power relationships. Institutions are the sets of rules guiding actors´ behaviour, the `rules of the game´, while organisations and individuals are the `players´ within the game. An institutional understanding of the construction of local development policy

helps to better understand and place in context processes and recent problems in urban governance. The conceptualisation of urban governance has drawn attention towards actors outside local governments and administrations. This conceptual opening-up is a step towards a more integrated development policy, which is justified in the difficulty of a more complex and diversified world in times of globalisation. It turns attention in policy analysis away from more (`strong´) to less (`weak´) formalised institutional constraints. Both strong and weak institutional constraints shape future policy development and limit the scope for policy change. This process makes change difficult or even eliminates possible solutions or decisions. Once established, a specific institutional setting, a common understanding of the `natural´ order in which things happen, tacit understandings and conventions, can influence the outcome of political processes. The interdependence of this interaction is described as path dependency. Self-reinforcing or positive feedback-processes can make specific paths very successful and easy to follow, while at the same time very difficult to exit. Local action is influenced by `instituted´ behaviour. This mutual comprehension and understanding forms an `institutional thickness´ based on social and cultural relationships. The institutional thickness although once supportive, can become inappropriate and hinder new forms and ways of development. Certain assets might become obstacles in the sense that they generate functional, cognitive and political lock-ins within local institutional settings and traded forms of behaviour.

Contents of the study

The challenge for local actors is to break out of their learned behaviours and to overcome the above mentioned lock-ins. Creativity helps to break routines, to develop new ways of thinking and to take risks in a time of rapidly changing (local) conditions of urban development. The paper explores local socio-economic projects as a first step to breaking routines. The paper shows the efforts of declining towns in five European peripheries (Finland, Estonia, Latvia, Germany and Denmark) to find new ways of urban development after an intense period of transition. The institutional capacity to develop socio-economic strategies and different attempts to set up projects dealing with socio-economic regeneration constitute the main content of the undertaken research.

The Role of the State in Urban Redevelopment of Guangzhou – A Case of Jinhuajie

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In big Chinese cities, the high concentration of population, employment and overcrowded situation of urban housing have resulted in large-scale redevelopment since the late 1980s. However, despite the impressive new building construction in Chinese cities, the built environment of central cities has not been well improved. In most cities, dilapidated houses co-exist with modern middle to high rise residential or commercial buildings, making the congestion in central areas even heavier. How this situation comes into being attracts the author's interest.

Studies have shown that the behaviors of actors in the land market are determined by their property rights. A supportive system of property rights is imperative for development efficiency and growth of the land market. In the transitional economy of the People's Republic of China, government plays an important role in urban redevelopment (Leung & Yeh, 1993). In the urban redevelopment process, the state is given unparalleled power over economic policy. Although property rights of actors are structured by institutions which are largely defined by state regulations, so far there have been few studies on this issue of the constraints on behaviors of developers in urban redevelopment process in Chinese cities. This research also attempts to fill in gaps in the existing research. Existing debates on redevelopment derive their interpretations mostly from researches on the advanced capital economies. Findings from areas with strong state intervention, such as a typical case in China, may therefore prove useful.

Nowhere can we observe the unique pattern of urban land redevelopment better than the city of Guangzhou, where the local state tries to redevelop old downtown by urban

renewal projects which result in middle to high rise buildings scattered in dilapidated urban areas like mushrooms. To get insights of the function of urban redevelopment in Guangzhou, a small area is needed to elaborate on the details. Jinhuajie is a typical area of high-density urban centre with a large amount of industry area. It is located in the east part of Liwan District, which has long been the urban commercial and service centre of Guangzhou city. Jinhuajie is one of the two jiedaos (Street Communities) designated as the samples of urban renewal in Guangzhou. The examination of Jinhuejie jiedao's urban redevelopment can thus shed light on the urban redevelopment issues and problems in the city of Guangzhou and other Chinese cities. This research covers the period from 1988 to the present, during which urban redevelopment of Jinhuajie underwent the transition of central-planned control to market-led.

This research attempts to build on the existing knowledge of urban redevelopment by providing an insight of the function of state institutions structure the behaviors of developers in urban redevelopment. Analyzing the property rights of developers, this paper evaluates the role of the local state in urban redevelopment process of Jinhuajie, Guangzhou. It is found that urban renewal project of Jinhuajie since late 1980s has been substantially structured by the property rights of developers over land. On the one hand, property rights of developers are defined by the local state in the forms of requirement of on-site replacement housing, high compensation to residents, provision of public facilities and fees and taxes. On the other hand, constraints over the property rights of developers are blurred by the frequently changing criterion of Plot Ratio. The emerging land market of urban redevelopment in Guangzhou is distorted by the regulations of the local state which lead developers to act according to the benefit of the local state.

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Greece at a Turning Point: From the Construction Society to the Knowledge Society?

Construction has been both a requirement and a convenient field of investment during the whole of the post-war period. It has functioned as the economy's locomotive and a tool for anticyclic economic policy. Obviously construction was the main activity for the rehabilitation of the country after the 2nd WW, having though in parallell built a whole network of interests and a stratum of entrepreneurs. This momentum continued with the help of the Community Support Frameworks – CSF and the project of the Olympic Games.

Greece is at a turning point. In the aftermath of the Olympics where a lot was invested in construction infrastructure (mainly transport) and with the prospect of the reduction of the contribution of the CSFs (because of the change of the system of EU targets), the country is facing the necessity to re-examine its priorities. There is already a slowdown of the construction activity, not only in Athens but also in the regions.

On the other hand, Greece though by and large a tertiarised economy has not really embarked on the Information Society to the extent its real potential could support. Moreover, the country is moving even more slowly in the prospect of the Knowledge Society. Investment in tertiary university education, research, technology is not adequate as all indicators suggest. Therefore, one could argue that the country is facing a dilemma, as for the main direction it could choose.

The Technology Foresight (TF) 3-year research project (the first of its kind in Greece) that involved hundreds of reserachers was occupied with the technology prospects of various sectors of the economy in order to identify possible scenarios for the development of the country.

The paper presents the basic problematique and thoughts of the spatial aspects of the foresight exercise, namely the possible spatial impacts of the two aforementioned trajectories. These two spatial scenarios were worked out in the frame of the TF. The first is the scenario of construction and tourism and the second of education and technology. The scenarios are examined under the parameters of a) the country's physical interna-

tional linkages, b) internal cohesion, c) spatial structuration and quality in the context of sustainability and d) decentralisation and the development of production and especially technological infrastructures. In all cases the spatial impacts are examined.

The paper, based on the knowledge about previous investment layers, current programming and a variety of possibilities, envisages which will in each scenario be the regions of the country that will benefit. One of the important findings is that although different regions will benefit according to the scenario that will be chosen, in all cases small islands and the mountainous parts will be left behind.

Mapping the Non-Income Poverty in Albania

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Albania has carried out, during the years 2001 – 02, a Population and an Agricultural Census and the National Statistical Service of the country (INSTAT) has already produced a first set of maps, while, a living standards measurement survey (LSMS) was conducted, so that an in-depth analysis and mapping on poverty and inequality are feasible. Even from the first results (a previous Word Bank study based on LSMS data), it appears that the spatial disparities in non-income dimensions of poverty seem to be more pronounced than the strict income dimensions, even if we can consider that these two aspects are strictly correlated. Such disparities are found to be important not only between urban and rural areas but also between the different regions of Albania with a significantly higher degree of poverty in mountain and less favoured regions.

The definition of these disparities is the main objective of a work based to a relevant project – study of Laboratory of Social and Demographic Analysis of the Department of Urban and Regional Planning (University of Thessaly, Volos, Greece), financed by the World Bank, targeting to "mapping the non-income poverty in Albania".

As it is well known, the socio-economic inequality is related to the quality and the degree of accessibility to basic services (health, education, social insurance, etc) and fundamental infrastructures (roads, water supply, electricity networks, public transport, banks, etc). This remark is the starting point of our work which tries to draw an in-depth and complete spatial profile of poverty and inequality, that will utilize all possible available GIS information as well as every kind of available related data produced by national (Ministries, INSTAT, etc) or international institutions (USGS, OECD, UNEP, Eurostat etc). The final objectives of the work concern:

– The development of a thematic spatial database containing all the available geographic variables. Data are mainly related to administrative, geographic, social, financial and other non-income variables. The indices of non-income poverty, calculated on the basis of the primary data, are also included in the database.

– Three sets of thematic maps related to the above-mentioned variables (a total of more than 100 thematic maps has been produced). The first and second sets concern thematic maps at communal and district level respectively, while the third set concerns synthetic indicators of non-income poverty. The current paper/work examines and presents methodological and technical issues of the, on-citus, data-collection and evaluation process, the relevant spatial analysis, mainly based on GIS technology, and presents the final results upon the non-income dimensions of poverty and inequality in Albania.

Social Land Ownership, Sustainable Design and Affordability in Rural NW Scotland

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The design and location of much recent building in NW Scotland, and particularly some of the Islands, appears unsympathetic in its context of a very high quality landscape that is key to the local economy through attracting tourism. This high quality landscape is

being adversely affected to the extent that in some areas it may even deter tourists and impact on local economies or at least detract from the visitor experience. Although there are some notable good examples, this appears to be happening despite well-intentioned design policies in Development Plans and government design guidance. Reasons for the policies possibly not being followed may relate to competing political priorities with short term economic factors and addressing depopulation issues coming high on the agenda. Affordability of housing is very much integral to the problem as depopulation is likely to accelerate if housing is not affordable, so perpetuating the existing political priorities. Postal questionnaires seeking views from key government decision makers (planning professionals and councillors) and architects/developers explore this in order to provide an overall picture of the nature of development decisions in respect of design and affordability.

At the same time this part of Scotland is witnessing an increasing amount of community buy outs of land and some of these community organisations carry out physical development work. The Land Reform Act 2003 paves the way for more community buy outs as it facilitates the right to buy further. The question of what difference these community buy outs might make in terms of furthering sustainable development , particularly in terms of design and affordability, is examined as well as the likelihood of the Land Reform Act 2003 making a real impact. Interviews with all not for profit organisations in NW Scotland involved in physical development (around twenty) reveal recent experience (mainly in the last ten years) and opinions on what the future holds. Selected case studies of development by community organisations further illuminate both the mechanisms and philosophy involved in creating the schemes.

It might be expected that community organisations would hold values predisposed to greater sustainability compared to many developers. At the very least a concern for local peoples needs and their environment is likely to be a higher priority than making profits, although funding constraints may impede achievement.

Finally the investigation will conclude with some of the ways in which a combination of value systems, design expertise, funding sources and policy might contribute in creating development which is more widely recognised as sustainable.

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Creative Economy Integration Across Space: Evidence for Two Groups

The rise of the creative class (Florida 2002) and the corresponding ascending fervor caused by the need to plan for "creative" cities/economies/classes are underdetermined concepts and activities. Questions about whom these "creative class" of workers are, the actual places where they work, and how they are co-located in regional space lack definitive or even suggestive answers. This paper provides some empirical evidence about the clustering of creative workers in places and their economic impact.

The arguments in this paper are presented in two steps. In the first step, the occupational structure of US metropolitan areas is examined. This is accomplished by a factor analysis of over 150 specific occupational titles, using Bureau of Labor Statistics data for the period May 2003. This data reduction exercise identifies groups of occupations that exhibit similar intensities (co-location tendencies in relative magnitudes) across a set of 250+ US metropolitan areas. The six occupational sectors that emerge from this analysis are: Finance/Legal, Sales/Services, Architects/Engineers/Scientists, Healthcare, Construction, and Public Services make up the "occupational structure" of places and are inclusive of the entire workforce, including both "creative" and "non-creative" workers.

The second step is to examine more closely, from both conceptual and empirical perspectives, two particular major groups of creative occupations. Instead of focusing, as most others do, on "high-tech" occupations, here the focus is on specific occupational groupings: the resultant architect/engineer/scientist, AES, group that emerged as an

independent factor of occupational structure, and the arts, design, entertainment, sports, and media occupations, ADESP, (major grouping 27-0000) which did not. The conceptual argument relies on Florida's distinction of the "super-creative core" and the plain "creatives." The first part of the distinction is retained, but the second is expanded to include, using possibilities from over 700 occupational descriptors provided by the BLS, as many occupations as are conceptually appropriate in order to mimic the idea of an occupational sector. For example, including hotel managers, concierges, and other recreational occupations associated with spectator recreation can expand the ADESP group. Then, using traditional economic base theory, employment multipliers are calculated. The idea is to begin to estimate the economic impact, in terms of number of "creative" jobs needed for the existence of each "super-creative" job.

The paper concludes with an assessment of the value of disaggregating the creative class concept, the value of these calculations to economic development planners and chambers of commerce, and to the preparation of plans at the local and regional levels of government.

The Impact of European Integration on the Economic Landscape in Belgium 1954-1965. New Economic Activities in Brussels' Periphery

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The recent integration of 10 new member states within the European Union will have a profound impact on the economic landscape of these countries. This paper will show how the initial European integration process during the 1950's had a great impact on the economic "landscape" of one of the first six member states, through a case study of the new economical tissue in the periphery of Brussels between 1954 and 1965. The settlement of the European headquarters, research centers and pilot plants of multinational companies such as Procter & Gamble, IBM, ESSO, … and national companies in the new technological (electronics, aviation) and consumer goods sectors are related to the creation of the European Common Market and the development of a consumer economy.

The spatial pattern in which this economic expansion occurred, however, was not exclusively the outcome of a blind application of free market principles. It is also influenced by a number of spatial planning principles. The introduction of these planning principles in Belgium was triggered by the European integration process. Shortly after WWII, government interference in the economical landscape was firmly rejected by the Belgian establishment. The Belgian opposition to the incorporation of France's Plan Monnet in the Marshall-plan in 1948 is illustrative for this liberalist stance and of the differences between the European nations. From 1954 onward however, this stance was gradually given up. Spatial and economical planning approaches that had been developed earlier in other (future) member states, started to influence the Belgian economic, spatial and infrastructural policy.

First of all, the government agreed upon the construction of a highway network in 1954, modeled after the German Autobahnen. Moreover, the European Community for Steel and Coal promoted regional economic policies and the concept of industrial zoning as an urban planning and economic development tool (ECSC-publication series on "economy and regional policy"). The regional expansion policy of 1958 and the early ideas on industrial parks in Belgium, were modeled after the British policy of the Depressed Areas Act of 1937. As far as the development of Brussels is concerned, some planners and geographers claimed that the regional expansion policy should aim for a decentralization of industrial activities outside of the Brussels region. Much as in the French case (Jean-François Gravier, Paris et le desert Français, 1949), the regional economic policy aimed at developing backward regions as well as at avoiding congestion that would jeopardize Brussels future as a gateway to the Common Market and capital of tertiary activities. And finally, decentralization was also a theme in the urban plan for the Brussels

region developed in 1958 by the Groupe Alpha to support Brussels candidacy as a European capital (Carola Hein, The Capital of Europe, 2004). The plan projects the residential expansion in satellite centers around the city. These are modeled after the neighborhood units of the British New Towns and similar in approach to the Dutch "uitbreidingswijken" and the French "villes nouvelles" of the Paris periphery.

Although the European integration process formally started as an endeavor with exclusively economical aims, it also initiated the transnational exchange of economic and spatial planning ideas. The cited opposition that still existed between European countries at the end of the War, was replaced by a mutual exchange of ideas and policies. Although these planning ideas clearly influenced government policy, a strong planning framework was not built up in Belgium. The plan for Brussels by Groupe Alpha, for instance, was never implemented. The influence of these principles in the Brussels case rather resides in the fertile interplay between the ideas developed by spatial planners, geographers and architects and the prevailing economic principles regarding plant location, rational plant lay out and the importance of a qualitative corporate architecture.

The rationality of functionalist spatial planning and architecture was well adapted to the economic rationality of the high tech and consumer goods economic sectors. As such the paper illustrates the strength of a planning approach that takes in account the specificities of the local institutional and socio-economic context. Only after the 1973 oil crisis the weakness of that particular functionalist approach became apparent. Economic activities increasingly left the city, undermining the economical fabric of the inner city.

This case study is part of a PhD research on the specificity of the Belgian post WWII approach to functionalist planning for the economic landscape, what the Chartre d'Athènes refers to as the "working" sector of the city.

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**Regional Multipliers and
Regional Planning in Greece**

One of the most important instruments for the enforcement of the economic policy are the public investments which mainly include the expenses regarding the function of the public services and utility as well as expenses concerning infrastructure and consolidate private investment and others. The implementation of public investment can be a source of income and increasing employment but in addition improves the infrastructure of the periphery and creates a condition for economic development. Consequently the impact of the public investment increases not only the local demand and the incomes but also the local supply due to the improvement of the productivity.

The enforcement of the Developmental and regional policy through public or private investments was not as effective as expected in the increase of regional income. Even though when the public investments tend to encourage the less developed regions, it is not certain that the final increase in the product will be favourable to everyone, because it is not a priori known the size of economic effects in each region. A way to estimate the increase in production in the regions and consequently, the effectiveness of an investments program, is the use of regional multipliers. The estimation of regional multipliers, short term as well as long term, enables the pre-estimation of the changes that will be brought about to the economy of the region and consequently enables a distribution of public investments program that will contribute to the regional economic convergence and to the satisfaction of regional planning objectives.

The calculation of the regional multipliers is achieved through the Keynesian model in a closed economy according to which the change in the income of a region that will be brought about by the increase in the government expenses is joint to the multiplier of the government expenses or the marginal tendency of the economy for consumption. In the case of an open multiregional economy, the construction of an econometric multire-

gional model is demanded in which the marginal tendency to consumption will be embodied or the investments of every region, as well as the marginal tendency for imports or exports of a region. Consequently the data needed for such a study regard income consumption, investment, and the between regions dealings for every periphery in the country. Another way of calculating the regional multipliers that will be followed is achieved through the utility of inputs – output model that supplies information for relations between the different sectors of the economy. In the particular model every change in the demand of a productive sector alters the level of the product of the particular sector as well as the level of production of other sectors because of their interdependence. Despite its drawbacks, the input – output model is considered as an important instrument of analysis regarding planning, since its use for the presentation of the complicated intersectoral association in the national economy outperforms other techniques as well as the interregional relations even and in sectoral level. Consequently the input – output model can be used for the economic planning in a national as well as in a regional level. The multipliers of the input – output model is corresponding to those of the Keynesian model but more accurate and flexible. The calculations via the use of input – output model avoids many of the analysis problems connecting to the Keynesian model.

In the present paper it is calculated the size of regional multipliers for the prefectures of Greece (NUTS II level), through the input – output analysis. In addition the differences between the multipliers are analysed and evaluated and there has been done an effort aiming at the connection between the multipliers and the economic indicators that describe the economy of each periphery as for instance the level of prosperity the level of development, the size of the periphery and others. Furthermore according to the regional multipliers a premise is formulated about the distribution of the public investment in order an economic convergence to be achieved. Finally, general conclusions are expressed as a result of the analysis described above.

National Spatial Planning under the Developmental State – South Korean Experience and a Preliminary Theorization

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Spatial planning, especially that conducted by the central government, is often regarded as part of government's welfare function rather than an economic growth function (O'Connor 1973). That is a correct observation in the western context in the sense that spatial planning at the national level mostly aims to reduce the interregional gap in both economic and social development in the West as the experiences of the Areas Act and Barlow Committee in the UK and the Appalachian Regional Planning Act in the U.S. (Hansen, Higgins and Savoie 1990) have shown us. However, under a developmental regime, where the economic growth function of the state was hyper-developed and performed through direct intervention into market(Johnson 1987; Castells 1992; Woo-Cummings 1999), national spatial planning was mainly an apparatus for national economic growth. The reduction of interregional economic gaps was not simply neglected but often deliberately pursued through both an explicit and implicit polarized development strategy (Sonn 2002, 2004). This paper uses the South Korean experience from the 1960s and 1970s to theorize "A Model of National Spatial Planning under a Developmental State".

In South Korea, the 1970s proved to be the period when "developmental national spatial planning" became fully fledged. During this decade, the third five-year economic development plan shifted its focus to heavy and chemical industries. To further this purpose, Chaebol or Korean conglomerates were chosen as governmental partners. Chaebols were offered low-interest loans from public banks and market protection from their domestic and foreign competitors (Park 1993). The first national physical plan, implemented between 1972 and 1981, was the main spatial plan that emphasized

polarized development to support Chaebol's in heavy and chemical industries (Song 1992). By constructing industrial complexes in Ulsan, Masan and Changwon, the state provided Chaebol with free access to infrastructures such as road, port and irrigation systems (Kim 1992; Suh 1993). As a result, by the end of the Plan, the Seoul Metropolitan region and the Yung-Nam region combined occupied 87% of manufacturing employment (1983), 55% of infrastructure (1981) and 66% of population (1981) (Yoon and Sonn 1998; Byun 2000).

Based on the experience of South Korea in the 1960s and 1970s, this paper concludes that the function of national spatial planning under a developmental state was to promote economic growth at the expense of interregional economic balance. The findings of this research will contribute to theorizing a more general national spatial planning model under a developmental state. The findings in the paper should be tested in the context of both Japan, the prototype of the developmental state, and Taiwan, a second-tier developmental state along with South Korea and other Southeast Asian countries.

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**The Free-Market Approach to Urban Development
and its Imprint on the Post-Socialist City: Lessons from Abroad**

The patterns of development dominating the North American urban landscape have made significant inroads in the last couple of decades in many parts of the world including most recently cities in the former Eastern European block. The universal appeal of the "American lifestyle" propagated daily through a barrage of images overflowing from the pages of glossy magazines, TV shows, and Hollywood productions seems to have reached a captive audience willing to replace failed social ideals with a yearning for unfettered consumption of space and resources. In consequence, the rapid transformations of the urban landscape in Eastern European cities are impacted by a newly emerging ideology that places a priority on market forces and individual property rights over regulations safeguarding community interests, the preservation of natural resources and the continuation of cultural traditions.

This paper explores the negative consequences of the laissez-faire approach to urban planning exhibited in the transformations of the built environment in a post-socialist reality using evidence from contemporary urban development patterns and processes taking place in the city of Sofia. The paper traces the urban form transformation of the post-socialist city as a result of the following processes:

inner city restructuring

The reinstatement of property and real estate markets has initiated a process in which land uses have began to sort themselves out following the classic bid-rent model. In the area of the city center, the impact of the market forces is expressed in:

– displacement of residences by commercial and office uses

– displacement of lower-end retail and consumer services by upscale retail and professional services

– residential gentrification

The negative consequences of these trends could be foreseen in the consolidation of a American-style Central Business District devoid of the variety of uses and activities characterizing traditional European settlements.

residential decentralization

The opening up of loosely regulated land markets coupled with significant relaxation of development controls has led to the proliferation of a new phenomenon – the suburbanization of housing. This decentralization is taking shape through the spread of detached single family residences at the urban periphery. The American ideal of suburban living is taking hold among increasing number of urban residents, particularly within the ranks of the nouveau rich and the emerging urban middle class.

commercial decentralization

The forces of decentralization have impacted commercial development patterns as well.

This is exemplified in a number of development types popularized first in the United States including:
– big box retail and shopping centers developed at the urban edge
– formation of suburban commercial strips
– formation of office parks at the urban periphery
rising role of the automobile
Following the example of American cities, the automobile is making headway in Eastern Europe not just as a primary mode of transportation but as a significant determinant of urban form. In the post-socialist city this is expressed in:
– raising rates of car ownership
– increased traffic congestion and parking demands
– investments in urban freeway construction
– declining investments in public transit
– redefining the traditional role of the boulevard as primarily transportation arterials
– site and building designs oriented towards the automobile user
privatization of public space
One of the most visible transformations of the post-socialist city (mimicking at an accelerated pace a process which has been taking place in American cities) is the shrinking of the public realm. These trends are exemplified by:
– the popularization of the idea of gated communities
– the domineering presence of commercial billboards and corporate insignia in public space
– the disappearance of public open space as a result of redevelopment of parks and communal open spaces between buildings
The paper illustrates each one of the processes listed above using examples from contemporary developments in the city of Sofia. The main trust of the paper is not to analyze each of these processes in detail but to compile a broad list of issues related to the spatial transformations of Eastern European cities and raise public concern about the implications of uncontrolled development. Highlighting the negative consequences of the identified trends, the paper draws parallels between the future of Eastern European metropolitan areas and the bitter experience of North American cities which have pioneered most of these trends and some Western European cities which have followed their lead. The argument is advanced that in the context of a rapidly emerging free market economy that has spurred the dynamic restructuring of the post-socialist city the active involvement of the government is required to balance the power of individual property rights with investments safeguarding the public interest.

Transforming Vienna's Old Industrial Site
Erdberger Mais: Economic Transformation in Light of De-industrialization

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In light of the growing urban trends of suburbanisation, decentralisation and urban sprawl, cities are now finding strategies as to how to keep economic wealth within their own city limits. One effective strategy for city planning could include finding ways to make the best use of land parcels that have lost their traditional economic uses. The growth of the service and high-tech sectors has meant that areas once used for industry must now be transformed into office, lab and studio space that would attract emerging sectors such as high-technology, research and development, and new media development. Not only the facilities themselves but also their location in areas that are accessible and near vital urban centres play an important role in a firm's decision to locate or relocate to a specific site. All these issues are relevant to the case for the City of Vienna's planning of its old industrial tract, Erdberger Mais, which is located in the southeast section of the city between the city centre and Vienna International Airport. This article describes, in four parts, the challenges facing Vienna in the age of global

and European competition and one of its efforts to concentrate its economic and population growth through the reuse of its outdated industrial areas.

The emergence of the service sector as the fastest growing economic sector has created the demand for space that suits the needs of modern enterprises in this sector. Older cities in Europe and the United States have experienced rapid growth during the period of industrialization and, as a result of industrial decline, have struggled with finding new potential for industrial tracts of land that have been abandoned. With established municipal boundaries that are set either by geographical barriers or suburban communities, urban tracts of land that are appropriate for development within cities are becoming scarce.

Furthermore, environmental regulations and the high cost of post-industrial cleanup of industrial land parcels, as well as their entailing legal liability of land ownership have made industrial cleanup cost prohibitive for most private sector interests (Schoon). This limits opportunities for creating new office or multi-purpose space in order to attract firms within city boundaries. As many service sector firms have a need for adequate amount of space to base their operations, this is of critical importance for firms concerning their location.

Urban planners in older cities are therefore challenged to find more creative uses of the vacant or underused city parcels of land in order to retain living, shopping and attract new industries or service sector companies that would increase employment opportunities within their city limits In its attempts to stop the outflow of jobs and economic wealth outside its city limits, Vienna's city administration has to compete with the emerging changes and economic potential in the city's outer regions. This not only includes the Austrian states of Lower Austria and Burgenland but also the not-too-distant (formerly Communist East Block) neighbouring countries whose market reforms are attracting investments and creating skilled employment opportunities. The planning phase of a new ring roadway around Vienna will allow trans-continental traffic to bypass the city entirely and make outer peripheral areas more accessible to the city as well as to other regions and neighbouring countries connected via trans-European corridors (ASFINAG). Moreover, efforts are being made by the Lower Austrian State Authorities to create new synergies with neighbouring countries through the built cooperation of business parks and centres of technological research and development (Eco Plus).

As urban areas vie to stay competitive with other regional economies, the location of service sector industries has become even more important than before since a good service sector base is critical to support major industry and centers of research and development. Most important, however, is to have a good coordination of service and industrial activities through the complex form of a regional "Cluster" (Schoon).

This would include the supply of resources and specialty skills, such as research and development, production, marketing, trade and finance. In addition, the supply of public services such as education, city administration, infrastructure and its maintenance, as well as the provision of safety and cultural facilities are all important for a region's competitiveness (Mayerhaffer). On the other hand, a city or region must find a balance between its level of taxation at the extent which such public services could be provided while remaining competitive with other regions.

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**Public Policy Tools for Historic Preservation and
Economic Development – Influencing Developers' Decision Environments**

This paper focuses on the revitalisation of historic urban "quarters" – that is, historic areas of cities that, for various reasons, have survived pressures for redevelopment largely intact, but may still suffer from a lack of investment. Revitalisation attempts within such quarters have to operate within a sensitive context and environment – the areas (and the area's stakeholders) have to cope with inexorable change in their economic for-

tunes while physical change is restricted and controlled in the interests of preservation. Revitalising historic urban quarters therefore involves two processes that inevitably conflict – "rehabilitation" that seeks to accommodate the consequences of economic change, and "preservation" that seeks to limit change.

Conservation policies and policy mechanisms have emerged in four waves (Tiesdell, et al., 1996). The first wave of "historic preservation" policies protected individual buildings, structures and other artefacts. As the concern to protect the settings of historic buildings broadened into area-based policies, the second wave of preservation or – more accurately – "conservation" policies was concerned with groups of historic buildings, townscape and the spaces between buildings. In most countries, the change from the protection of individual buildings to conservation areas rapidly developed from a relatively straightforward concern with preservation to a more problematic concern with revitalisation and enhancement. As a result there has been a third – more fragmented, ad hoc and local – wave of policies, which have been concerned with the revitalisation of the protected historic areas. Thus, once historic areas had been saved from, for example, comprehensive redevelopment or from major road building schemes, the issue became "What had they been saved for?". More recently, a fourth wave of conservation policies and practices has developed relating to the stewardship of historic quarters. Using the concept of "opportunity space" (i.e. decision environments) (Bentley, 1999; Varkki George, 1997; Tiesdell & Adams, 2004) and a typology of public policy tools (market shaping; market regulation; market stimulation and capacity building) developed previously (Tiesdell & Allmendinger, 2005), this paper focuses on developers' behaviour, interests and strategies in the context of historic urban quarters and the extent to which these can be changed, improved or damaged by public policy mechanisms. Accordingly it, first, examines how public policy instruments "shape", "define", and "texture" developers' decision environments/opportunity spaces and then, secondly, how developers "strategise" within that opportunity space.

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New Insurance Models for Contaminated Land Revitalization: Lessons from the US

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The utilization of environmental insurance to facilitate revitalization of contaminated land was briefly addressed in a 2002 report, Brownfields and Redevelopment of Urban Areas from the Contaminated Land Rehabilitation Network for Environmental Technologies (CLARINET), funded by the European Commission. Although the authors concluded that insurance products could minimize risks and stimulate brownfield investments, they determined that the products were not yet appropriate to meet the needs of redevelopers and that future research should investigate "new insurance models."

In the US, insurance has been a standard brownfields tool for a decade, particularly for large-scale redevelopments. While the CLARINET report noted that the polices were used only randomly, variation in the US has not been random, but has tended to vary according to the availability of other mechanisms that could mitigate risks at particular sites

(e.g., the existence and quality of indemnification agreements). This paper draws on research conducted by the author over the last seven years for the US Environmental Protection Agency Office of Brownfields Cleanup and Redevelopment. Among other topics, that research has involved investigations of insurance models outside of commercial markets and case studies of state-level brownfield insurance programs in the US. It explores two forms of what may be considered to be "new insurance models" – (1) alternative market programs involving substantial self-insuring mechanisms and (2) public arrangements with insurers to purchase commercially available products for multiple brownfield sites.

The paper begins with a background review of the insurance products currently available commercially in the US, including (a) cost overrun insurance for cleanups; (b) pollution liability insurance for damages caused by contaminants; and (c) finite risk programs that entail pre-funding of future cleanups and sharing of investment earnings between the insurer and the insured. It then examines alternative market products entailing substantial self-insuring mechanisms, such as so-called "captive" insurance companies.

The paper finds that the alternative market models are not viable for brownfields due to variations among brownfield sites, ownership of the sites by financially independent parties, and capitalization needs. Innovative, public-sector negotiated, purchasing arrangements with commercial insurers offer a more feasible option. Individual US states have negotiated such arrangements since 1998, with state-level interest in this approach accelerated by the US Small Business Liability Relief and Brownfields Revitalization Act of 2002 that permitted the use of central government (federal) funds to be used for insurance.

The paper assesses two types of state-led insurance programs – (1) those that lower premium prices and insurance purchase transaction costs for redevelopers and (2) those that protect individual states' funds when environmental regulators grant liability releases to redevelopers for future cleanups at brownfield sites. The advantages of the approaches, including volume discounts and pre-negotiated policies, are discussed, as are the problems involved in acquiring affordable cost overrun insurance for small-scale brownfield redevelopments. The discussion also addresses the difficulties of obtaining valid outcome measures for the programs, and thus the limitations of the findings and their generalizability.

Consistent with the CLARINET call for innovation in insurance efforts, the paper closes with the presentation of two untried, but theoretically viable, approaches to the problem of insuring small- scale brownfields. While these sites may not constitute the majority of the land area affected by past pollution, they comprise the majority of contaminated sites, so any innovation that can reduce risk and promote redevelopment of such parcels is extremely important. The first approach considered is simply the use of public funds to provide insurance in conjunction with close oversight of cleanups by environmental regulators. The second method entails acquisition of a portfolio of small sites by a single entity, such as a local authority, and the purchase of a single large policy that covers all the small properties in the portfolio.

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